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CANADA

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CANADA

No. 801. SATURDAY, MAY 14, 1921. Vol. LXII. 9D. WEEKLY

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Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signature are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired the fact should be stated.

Although verse is occasionally published, it is not specially desired, and is not paid for.

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Letters may be addressed care of our offices to be called for (not forwarded).

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CHANGING CONDITIONS AND CANADA'S OPPORTUNITY.

THE stress of manufacturing competition, coupled with the changed conditions of labour in Great Britain, gives a plain warning that the Mother Country is unlikely to be able to maintain her present population, and any inevitable increase in unemployment among skilled operatives must lead to largely increased emigration.

It has been mainly owing to an abundance of cheap coal that England has been able to support in a fair degree of comfort and contentment her large population. The day of cheap coal has gone. The cost, no doubt, will be substantially reduced from current prices, but it will never again reach those prices which built up our enormous export trade in coal and brought about the corresponding cheapness in return cargoes of food stuffs and raw materials. The huge world trade of Lancashire in cheap cotton goods has been seriously and permanently impaired by the cotton mills of India, Japan and China. Much of the cheaper grades of hardware exports, in which a great trade was enjoyed with the Far East, is being increasingly supplied by local factories. These and other economic facts are the hand-writing on the wall which must convince anyone with an understanding of economic laws of the inevitable reduction in the industrial population of Great Britain, which is being hastened by the present strikes.

The Government of Canada should consider this matter very deeply and decide on a national policy. Unemployment in the Mother Country to-day affects all classes of wage earners, but mainly miners and factory hands. Under present conditions these are not the class of emigrant that the Dominion can most easily absorb, but a wise statesmanship will surely see that if measures are now taken to provide for their employment in their own lines of occupation, the wealth which they will produce will give increased prosperity to Canadian agriculture and open the way for an ever-increasing flow of excellent land settlers from Northern Europe. Canada, from its abundant possession of water power, minerals, and other raw materials, is unquestionably fitted to become one of the greatest manufacturing countries in the world. Canada's opportunity is commencing now, when, owing to the new economic conditions in the workshops of Great Britain, a reduction of operatives is inevitable, and emigration in greatly increasing volume is equally certain. If these skilled workmen are not attracted to Canada a great opportunity will be lost and the development of the Dominion to its rightful place among manufacturing countries will be unnecessarily postponed.

The problems created by these changed conditions present difficulties, but a courageous and far-sighted policy on the part of Canadian statesmen and Labour leaders will earn a great reward.

—* *—

NOTES OF THE WEEK.

The Naval War Staff. The whole question of the Navy, as relating to the Empire at large, will come up for consideration at the Premiers' conference next month, and much depends on the decision then arrived at; but Lord Haldane obtained a definite statement of policy from the First Lord of the Admiralty when he raised the subject of the Naval War Staff in the House of Lords last week.

Lord Haldane, laying down as a maxim that it was better to spend money on a Naval Staff College than a battle-cruiser, held that a Naval Imperial War Staff would be a most desirable thing. Dominion officers could come over and take up training, and thus there would be one body for the whole Empire, all thinking alike, trained in the same school, and breathing the same old traditions, and shaping the unity of the Navy of the Empire. With the resultant cohesion in naval matters and unity in other matters also, he predicted we should become such a Power as the world had never seen.

Lord Lee of Fareham, in his reply, announced that while this aspect of the question will naturally come before the Empire Premiers, a beginning had been made in the direction of an Imperial Staff. The Dominions had been invited to send their officers to the Naval Staff College, to take part in the work at the Admiralty, and, in fact, to become thoroughly acquainted with their whole system—administrative, educational, and Staff—in order to produce, so far as practicable, that unity of ideas on which, possibly, the future existence of the Empire might depend.

* * *

The Budget. The Canadian Budget speech, like the British, contained nothing startling or unexpected. Sir Henry Drayton was able to present a favourable national balance-sheet. On the other hand, some large commitments have to be kept in view, and he was not optimistic respecting the revenue outlook in the current year.

The most interesting part of the Minister's speech—curiously enough, the part that has received least attention in the British Press—is that which embraces certain important Customs changes, and relates to taxation. As was expected, no general revision of the tariff schedules is to be made at the present time. The generally condemned business profits tax has not been re-enacted, and the remaining luxury taxes have been abolished; though the sales tax, whose form has met with some criticism, is being retained on its existing lines. The only new

duties announced are something in the nature of luxury taxes, viz., on cards, wines and spirits.

* * *

The Canadian Chamber. Further progress can be reported towards the establishment, on strong and sound lines, of a Canadian Chamber of Commerce in London. At the meeting which was held on Monday, the proposals of the Nominating Committee were unanimously adopted, and it now remains for the Council, which has been selected, to appoint a Chairman and proceed to select a competent staff.

It is perhaps hardly realised by manufacturers in Canada that an active and vigorous Chamber in London will do much more than merely stimulate trade from Canada with the Mother Country and Europe, as it will be in an exceptional position to foster and initiate trade in all the Seven Seas through the great merchant exporting houses of England.

As the first requirement of the new Chamber is an organisation fund, subscriptions should be invited by the Executive Committee from prominent Canadians. If a sum of $1,500,000 were subscribed in Canada for the Western Canada Colonisation Association, surely it ought not to be difficult to raise, say, one-tenth of that amount for a purpose equally important to the development and prosperity of Canada.

* * *

Trade with Russia. As already stated in *Canada*, M. Krassin, the Russian trade emissary, has announced his intention of paying a visit to Canada in June. He has supplemented this announcement by stating—according to the Berlin correspondent of the *Chicago Tribune*—that besides seeking to buy agricultural machinery, oil tanks, and locomotives, he will establish a Soviet Embassy. We can only say with regard to the last-mentioned item in his programme that if he tries to carry it out, he will endanger the success of his mission.

As far as Canada is concerned, she is not affected by the recent trade treaty between the Mother Country and Russia, which was concluded entirely irrespective of the self-governing Dominions. The situation as regards trade between Canada and Russia has been clearly explained by the Dominion Minister of Trade and Commerce. Since the Armistice there has been no embargo on trade relations between the two countries. Any Russian subject has a perfect right to go to Canada to make purchases and provide for payment to the Canadians from whom he makes them; and Canadians have a perfect right to trade with Russian subjects. But Sir George Foster uttered a plain warning when he added: "Notwithstanding the trade Commissions that were sent to Russia, conditions in that country, entirely apart from the general world conditions, are unfavourable to Canadian trade."

* * *

Highly-Paid Railwaymen. In a recent leader, in which we showed how heavily the burden of wages presses upon the Canadian railways, we quoted some figures calculated to create astonishment in this country. But even these high rates of wages have been surpassed in some instances.

The Hon. F. B. Carvell, Chairman of the Board of Railway Commissioners, in a recent speech at Saskatoon, mentioned the case of a conductor on one of the Western lines of the Canadian National Railways who drew $289.80 for the first twelve days of February, and $238.30 for the second half of the month, making a total of $528.90 (approximately £132) for the month's work; while in March his wages totalled $598.90 (approximately £150). Brakesmen on the same extension, he said, were drawing $403.15 (approximately £101), and engineers $616.65 (approximately £154), for a month's work.

It is not surprising to find Mr. Carvell declaring that the big Unions have so manipulated working conditions that they have got the railway companies in their grip, and that until the wage question is properly and fairly settled there must be the railway problem in Canada. And expressing the same view as we did in the leader in question, he said he was of the opinion that "Canada is big enough to run its own business with no dictation from the United States."

Testimony from British Columbia. A debate took place last week at Westminster on a subject in which Canadians have for some time taken a keen interest, and in regard to which they have been able to set a good example to the Mother Country. It arose on the introduction of a measure to amend the law relating to the guardianship, maintenance and custody of infants.

In view of the experience of British Columbia in regard to this matter, Mr. Wade, the Agent-General for that Province, was asked by the Parliamentary Secretary of the National Union of the Societies for Equal Citizenship to explain the legislation which has been in force there for four years; and he did so in a letter to the *Times*. Mr. Wade is in a peculiarly favourable position to do this, as he drafted the British Columbia Act. His testimony, which the British legislators read with keen interest, was that it has been a complete success, and has had the effect of "wiping out one of the most abominable anomalies of British law, under which, for centuries, mothers have been deprived of the natural right to the guardianship, or to a share in the guardianship, of their children."

* * *

The Duke of Connaught's Tour. At a time when so much is heard of the vogue of American films in Canada, it is pleasing to be able to recommend British pictures to the Canadian public. We hope the official film of the Duke of Connaught's tour in India—exhibited for the first time in London the other day before the Queen and his Royal Highness himself—will be shown from Atlantic to Pacific. The figure of the Duke, which occurs frequently in the pictures, is familiar throughout Canada, from East to West, and he will be hailed everywhere, we are sure, as an old friend.

Still more, the film is of interest and importance from an Imperial point of view. Even without the touches of colour which are so characteristic of the Far East, the glimpses of India and the Indians convey something of the glamour and mystery of that wonderful country. The pictures of the inauguration of the Chamber of Princes and the Legislative Assembly in particular make the film of historic interest, and strike a truly Imperial note.

Another film just produced in the Metropolis, illustrative of "London, the Wonder City," should also make a strong appeal in the Oversea Dominions.

* * *

Canada and the Orient. That Koreans would make good settlers on the land in the Canadian North-West is the opinion of Mr. G. M. Bosworth, Chairman of the Canadian Pacific Ocean Services, who has just returned to Montreal after a three months' tour in the Orient. Mr. Bosworth expresses himself as being very much impressed wth the peaceful and industrious demeanour of the natives of Korea, and as they are an essentially agricultural people, he is strongly inclined to think that they would be eminently suitable for settling on the land in the great North-West. He observed that this should not raise any outcry from those who are afraid of the "yellow peril," for, in the first place, the Koreans are a different type from the Japanese, and, in the second, if they came to Canada they would go on the land, and not into the cities to compete industrially.

An interesting experiment is being made by the C.P.R. with China in the matter of training railroad operators. While in that great Republic, Mr. Bosworth arranged with the Minister of Communication to take six young Chinese students as apprentices with the C.P.R. It appears that Chinese transportation problems are in a difficult position, and the authorities are anxious to train up some expert railroad operators. It is a tribute to the great Canadian system that the authorities, after considering the merits of the leading American railroad systems, should have decided to send their first apprentices to the Canadian Pacific Railway Company.

* * *

A Barnardo Appeal. The founder and first Director of the Barnardo Homes passed away in 1905, and one of the objects of the great gathering at the Central Hall, London, on Monday last was to inaugurate a fund to establish a memorial to his successor, Mr. William Baker, who died last November.

Very wisely the Council has decided that the most appropriate memorial will be the acquirement of an estate close to Hertford, offered by a friend of the movement on exceptionally favourable terms. Here, in surroundings far more healthy for mind and body, will some 350 of the elder lads, now housed at Stepney, be taught to become useful craftsmen. £50,000 is needed, and will doubtless be forthcoming, for the Barnardo Homes have become a national, even an Empire, asset.

To-day there are over 7,000 boys and girls—once waifs and strays—within the several homes, and of the tens of thousands of grown-up men and women, whose only home has been a Barnardo home, but a small percentage have not justified the high hopes of the great practical Christian who founded the movement. Many of them are doing well in Canada, and Canadians will not, we believe, be behindhand in answering the appeal so eloquently made by the newly-appointed Director of the Homes, Rear-Admiral Sir Harry Stileman. Sir Harry is a man of the same type as his predecessors, Dr. Barnardo and Mr. Baker—a practical Christian of proved administrative ability, anxious for the moral as well as the physical well-being of the large family under his charge. Those who had the privilege of being present on Monday had ample proof that he has already endeared himself to the children, and he is fortunate in possessing, in Lady Stileman and his daughter, enthusiastic coadjutors in an invaluable beneficent work, which appeals to every section of the community.

—* *—

THE NEWFOUNDLAND CLUB.
New Organisation Formed in London.

It has been decided by some prominent Newfoundlanders and others interested in that Dominion to form in London an association to be known as "The Newfoundland Club."

The committee at present consists of Sir Edgar R. Bowring (High Commissioner for Newfoundland in London), Lord Morris, Sir Joseph Outerbridge, Mr. W. G. Gosling (Mayor of St. John's), Major J. A. MacDonald, Mr. Henry B. Thomson, Mr. E. R. Morris, Lieut.-Col. H. A. Timewell, Mr. A. Noseworthy, and Capt. Victor Gordon (hon. secretary). The club has no headquarters as such, but communications and applications for membership should be addressed to the hon. secretary, at 58, Victoria Street, S.W.1. Newfoundlanders in England are asked to communicate with Capt. Gordon so that the organisation may be a fully representative one.

Interviewed by a representative of *Canada*, Capt. Victor Gordon said:—"The club is to be conducted on lines very similar to those of the Canada Club, to enable Newfoundlanders resident in the United Kingdom and their many friends to meet together from time to time and discuss matters of interest in connection with the industrial and social well-being of the island.

"There are many people in the United Kingdom who have had a long connection with Newfoundland, which fact is not unnatural, seeing that the island has been a British possession for over 400 years. It is felt that by a co-ordinated effort the native residents of Newfoundland in this country and their friends should be given an opportunity of assembling from time to time and discussing matters relating to the development of the island's mineral and forest resources, and of making known the almost unique opportunities offered there to sportsmen and tourists."

"It is not always realised," Capt. Gordon continued, "that Newfoundland, which is only a week's journey from England, has wide acres in which the foot of man has never trodden, and within which the finest hunting can be enjoyed for caribou, deer, and many kinds of birds. The rivers of the island are stocked with plentiful supplies of salmon and trout, and these rivers are free and open to all. The question of establishing a sporting association in England to operate in Newfoundland has often been considered, although that is not immediately in contemplation in connection with the Newfoundland Club, which is for social intercourse and for the assembling together of all those Newfoundlanders and their friends who have the well-being and advancement of the island at heart."

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DRY GOODS MEN IN FLEET STREET.

In accordance with that broad and generous hospitality which has earned for Lord Burnham an outstanding place among the leaders of the Press of the Mother Country, the representative dry goods merchants from America and Canada attended a reception at the offices of the *Daily Telegraph* in Fleet Street on Monday night. Received by Lord and Lady Burnham and announced by the best known of London toast masters, the visitors found the public offices of this great newspaper transformed into a semblance of a great conservatory by masses of flowering plants.

The reception commenced at 11 o'clock, and after the host had welcomed the delegates in a friendly and witty speech, he invited them to see the various processes which led to the production of the great London newspaper, mentioning that it was owing to the coal strike that they would see the *Daily Telegraph* being printed two hours in advance of its usual time of going to press. Soon after 12 o'clock the roar of the great machines commenced, and in a few moments copies of Tuesday's issue were in the hands of the guests.

The desire shown in so many quarters to extend hospitality and exchange friendly greetings with these trans-Atlantic delegates was very warmly appreciated by their spokesmen, and cannot fail to have good effect in increasing mutual friendship and understanding between the English-speaking peoples.

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THE MEN OF YPRES—April 22, 1915.

From our lone prairies, from our far-flung Rockies,
They heard; they hearkened to the Mother call.
They did not wait to ask a host of questions;
They offered what they had, their youth, their all.

They did not know, they could not guess the torments
Of poison gas, by Hunnish ghouls contrived.
What recks it now? they solved the human problem.
Like men they lived; like gallant men they died.

They faced their dreadful death without one murmur,
Gasping for breath, beyond all human aid.
Whatever sins they once on earth committed
By their heroic death were fully paid.

Can we forget that day of glorious memory?
Can we forget their death of matchless woe?
Ye, who perchance may read this faulty tribute,
With echo-bearing shout, will answer, "No!"

And yet, I pray you pause, and ask these questions:
"Did I forget this is a hallowed day?
Did I recall the portent to my children
Of second Ypres? And did I bid them pray

"For those brave souls who lie asleep in Flanders;
About St. Jean, St. Julien, Elverdinghe?
Have I done all I could to teach the lesson
Of what they did?" God knows 'twas no small thing

In dying to give birth to our young nation
(Six years ago we said it through our tears),
A goodly heritage to young Canadians;
'Twill not grow less amidst the passing years.

Where'er we work: in city, hamlet, country,
To whomsoever God hath given soul;
Let not this day pass without signal honour
To those brave men of Ypres, who reached their goal.

CECIL GOULD.

[This was received too late for publication nearer the anniversary of the battle.—EDITOR, *Canada*.]

—* *—

One hundred and sixty sets of designs were sent in to Ottawa for the proposed Canadian battlefields memorial.

BIRTHS, MARRIAGES, AND DEATHS.

Announcements under this heading are charged for at a minimum of 4s. or $1, for 36 words or under, every additional word one penny, or two cents, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

CAMERON.—At a nursing home, Winnipeg, on April 27, the wife of A. P. Cameron (*née* Rose Benzie), of a daughter.

EWING.—At Ewing's Landing, B.C., on April 19, the wife of Robert Leckie Ewing, Junr., of a daughter.

GIBB.—At Dodsland, Sask., on May 5, to Mr. and Mrs. J. F. P. Gibb (*née* Gladys Paddon)—a daughter.

GIBSON.—At Port Arthur, Ontario, on April 30, to Mr. and Mrs. Wm. Gibson, Junr.—a daughter.

MINCHIN.—On April 10, at Amersfoort, Holland, the wife of Robert Minchin, of Lowestoft—a daughter, Aline Mary. (Canadian papers, please copy.)

MARRIAGES.

DAWSON—MARTIN.—On April 20, at the Church of the Advent, Montreal, by the Rev. H. M. Little, Henrietta Blanche Martin, youngest daughter of the late Mr. Nathaniel Carr Martin and Mrs. E. L. Bullock, to Harold Gardner, youngest son of Mr. William V. Dawson, of Montreal.

GUINEA—COOKE.—On April 19, at St. Augustine's Church, Montreal, by the Rev. Father P. J. Heffernan, Mary Ellen Cooke, daughter of John Cooke, of Birmingham, England, to John P. Guinea, son of the late J. J. Guinea, of Montreal. (Birmingham, England, papers please copy.)

MANN—FRASER.—On April 20, at Christ Church Cathedral, Montreal, by the Rev. Dr. Symonds and the Rev. H. B. Mounts, Olive Hamley, second daughter of Mr. and Mrs. Thos. Fraser, of Richlieu, to James Hedley Mann, of Montreal.

DEATHS.

HUNT.—On April 29, at Vancouver, B.C., Samuel Lucas, eldest son of the late J. P. Hunt, of Broomfield, Purbrook.

PHILLIPPS.—On May 3, in London, Louise Phillippe (Lola), widow of Henry Mitchell Phillipps, formerly of 31, Devonshire Place, W., and of 1, Danube Street, Edinburgh, aged 74. Interment at Brookwood.

QUERIPEL.—On April 28, suddenly of heart failure, on S.S. *Melita*, whilst *en route* from St. John, New Brunswick, to Liverpool, Col. Alfred Ernest Queripel, C.B. Buried at sea.

VAUX.—On May 8, at The Warren, South Farnborough, Edith, beloved wife of Lt.-Col. F. L. Vaux, R.A.M.C., and daughter of the late Robert Sparks, of Ottawa.

A CANADIAN LETTER : FROM OUR OWN CORRESPONDENT.

Parliamentary Business—Pending By-Elections—Lord Shaughnessy's Railway Proposal.

MONTREAL, April 29.

ACCORDING to a despatch from Ottawa, the passages of the Prime Minister, the Rt. Hon. Arthur Meighen, and the Minister of Marine and Fisheries, the Hon. C. C. Ballantyne, have been booked provisionally for England early in June. It is stated that the departure of Mr. Meighen is conditional upon the Parliamentary session being concluded. At the present moment the probabilities in that direction are not very great, and greater progress will be necessary if the House is to rise by the end of May.

The main business of the session still remains to be introduced, namely, the Budget, with its tariff proposals; while it is also understood that a discussion on naval affairs will come on so as to guide the Ministers when they are over in Great Britain. Other matters of importance yet to be dealt with by Parliament include the present emigration policy and Japanese relations. The Grand Trunk question is also one that is engaging attention, and is bound to be much discussed.

The June Conference.

The Premier of Canada is not to have his hands tied when he goes to London to confer with the Empire Premiers on matters of naval and military defence. Such was the decision of the Canadian House of Commons when the Leader of the Opposition, the Hon. W. L. Mackenzie King, put forward an amendment to a motion to go into supply, that the Prime Minister should go to the June conference in London with instructions to withhold consent to any steps involving a change in the relations of Canada to the other parts of the Empire, or implying any obligation on the part of Canada to undertake new expenditures for naval or military defence.

In the debate which took place on the coming conference, Sir Robert Borden, of whom very little has been heard lately, came to the fore and gave the House the benefit of his deep knowledge of Empire affairs. He emphasised the fact that Canada's status of nationhood entailed responsibilities which could scarcely be disregarded. In his opinion the security and permanency of the Empire would be founded on its liberty and democracy, rather than on a Federation of Parliaments. Any important change which was proposed must have behind it the weight of public opinion.

Mr. Meighen, in his remarks, suggested that time should be allowed in the selection of a date for the proposed special conference on future constitutional relations within the British Empire, for the formation of a definite public opinion upon this question in Great Britain and in the self-governing Dominions. In the opinion of Sir Robert Borden, June is too early to deal with this problem, "unless there should be unforeseen and unexpected developments."

The Hon. N. W. Rowell again urged that the Imperial Conference should be held in Ottawa. He contended that it should be held in one of the Dominions, and that Canada, as the senior, should have the first claim.

The Montreal *Gazette*, commenting on this debate, says: "A purely preparatory discussion as to the place and scope of next year's Imperial Conference will have its advantages, and it is desirable that the Canadian Prime Minister shall attend such a gathering if domestic conditions permit. There is no reason, however, for the attendance of any but the Prime Minister, in whose hands the interests of the Dominion will be amply safeguarded."

Emigration Problems.

Farm emigration only—this was the note of the debate on emigration which took place in the House of Commons this week, when the Hon. J. A. Calder, Minister of Immigration and Colonisation, outlined the present position. In this statement, which was made on the estimates of his Department, Mr. Calder declared that the demand for a ban on immigration was altogether impracticable. In other parts of the world there was overcrowding, and, on purely humanitarian grounds, even, Canada should refrain from barring out newcomers. The estimated average of immigration during the past two years had been 133,402. It was now some two or three years since the Government had been able to offer free homesteads in Western Canada without going some distance back from the railway. All lands within fifteen miles of a railway line had been reserved for soldier settlements. Present restrictions on immigration included the requirement that intending emigrants, other than agriculturists and domestics, must possess a minimum sum of money, and that immigrants must come to Canada on a through passage from the country of origin.

Colonisation of the West.

Referring to the Western Canada Colonisation Association, Mr. Calder stated that it was not working in co-operation with his Department. At present there were only three large landholders in the West—the C.P.R., the Hudson's Bay Company, and the C.N.R. (holding 800,000 acres). The rest of the land in the West available for settlement was held by speculators scattered over the world. It was not possible that the Government should go into the market to sell the land of these owners, and it was the need of finding a market for this land that was at the bottom of the new organisation.

Three By-Elections.

Three by-elections for the Federal House are now on the way, one of which will be to fill the vacancy in Montreal

AMONG THE 1,200 PASSENGERS ON BOARD THE WHITE STAR LINER "MEGANTIC," WHICH LEFT LIVERPOOL LAST SATURDAY FOR QUEBEC AND MONTREAL, WAS A COOK'S CONDUCTED PARTY OF 150 EMIGRANTS.

(St. Antoine), a well-recognised Conservative stronghold, formerly held by Sir Herbert Ames. Of the other vacancies, one is at Yamaska, Que., which was the seat of an ardent Liberal, Oscar Gladu, and here a Farmer candidate has made an appearance for the first time in Federal politics in the Province. The third contest will be in New Brunswick, in York-Sunbury. In the last-named county it is expected that Liberals and Farmers will coalesce.

Quebec and the Cabinet.

The question of Quebec's representation in the Cabinet still continues to trouble the Government. The name of Mr. George Boivin, Deputy Speaker in the House of Commons, has been mentioned repeatedly in this connection; in fact, it was asserted that he was to be sworn in last week; but he came out next day with a statement that he was pledged to the Leader of the Opposition. The name of Mr. Mondou is also being mentioned; but the thing never seems to make any further progress than nominations by Press Gallery men.

Lord Shaughnessy's Suggestion.

Just at the moment when the railway knot is about as twisted as it is possible to tie anything up, Lord Shaughnessy has thrown upon the public a suggestion which, while it has undoubtedly created interest, has also stirred up a great deal more controversy, mixed with some suspicion. The open letter to Mr. Meighen, with its well-reasoned proposition, appeals to many public men, because they believe that almost any alternative cannot be worse than what confronts the nation in the matter of railway obligations, while, on the other hand, there might be some benefit derived by the adoption of Lord Shaughnessy's scheme. The *Gazette* and the *Star*, of Montreal, are both backing up the proposal, and unfortunately this very fact has prejudiced the proposal in the eyes of the Toronto *Globe*, which has already dubbed the project as being a Montreal one, and one therefore to be rejected. It is generally believed in the capital that the offer of the former President of the C.P.R. will not be accepted; but on the other hand, it is recognised that the refusal will render it incumbent on the Government to brace up the Canadian National system; and, further, if red ruin should come about in later years, certain parties will, at least, have the obvious retort "I told you so."

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THE "DAILY MAIL."

In "The Mystery of the Daily Mail," published in connection with the 25th birthday of that journal (London: Associated Newspapers, Ltd.), F. A. McKenzie tells something of the romance of its career, and reveals something of the secret of its success. Mr. McKenzie traces vividly the growth of the *Daily Mail* and some of the landmarks on its way to the high place it now occupies in the world of journalism—the recording of outstanding events and the men who secured "exclusives" of them for the *Mail*. Early campaigns instituted by the paper are cited as showing the consistency of its advocacy of efficiency, municipal and national. Two of the most important chapters of the book deal with the *Mail's* attitude towards the German peril and the part it played in the Great War. The various features of the paper and the processes of its production are described in interesting detail.

One chapter deals with "The Transformation of Newfoundland." "The *Daily Mail*," it is remarked, "has accomplished many big things in the twenty-five years of its history, but nothing so gigantic as the establishment of a vast paper-making industry in Newfoundland. It has, in co-operation with its allied companies, acquired 3,400 square miles of virgin land, and turned a wilderness into a great industrial community. It has built a model city, laid down a railway, and built wharves for its ocean traffic, and it maintains Atlantic steamers which convey its paper and pulp to this country." As an indication of the size of its territory in Newfoundland, it is mentioned that if it were in England it would stretch from Broadstairs, in the east, to beyond Marlborough, in the west, and from the borders of Horsham, in the south, to Watford, in the north. We reproduce on our front page two of the illustrations in the book, showing logging on the Newfoundland property.

Mr. McKenzie has produced a book full of interest to all readers of the *Daily Mail*. And their name is Legion (their number, according to the net sales figure given on its last page, is 1,365,256).

DR. BARNARDO'S HOMES.

Hearty Welcome to the New Director.

A crowded audience assembled in the great Central Hall, Westminster, on Monday evening, and gave an enthusiastic reception to Admiral Sir Harry H. Stileman, K.B.E., recently appointed by the Council to succeed the late Mr. William Baker as Director of Dr. Barnardo's Homes. The meeting was also made the occasion for the inauguration of a fund as a memorial to the late Director. This fund is to be used to purchase and equip as a Technical Instruction Centre a country house offered by a friend of the Homes on exceptionally favourable terms and 50 acres of land in Hertfordshire, to which will be transferred 300 of the elder boys now undergoing trade training in Stepney.

A notable figure on the platform was Mrs. Barnardo, widow of the revered founder of the Homes, to whom, and to Lady Stileman, bouquets were presented by little Barnardo girls.

The various speeches were interspersed with some fine singing by the well-trained choir, and some really fine work was done by the "Musical Boys" with handbells.

Mr. William McCall, Chairman of the Council, who presided, recalled the early efforts of Dr. Barnardo, and the extent to which he was enabled to carry out his beneficent, loving work for homeless children. That work had, happily, been still further extended during the fifteen years in which his successor, Mr. Baker, had been Director, and their new Director would find over 7,000 boys and girls in the various homes of the Institution. The best tribute to Dr. Barnardo's memory was expressed in the words inscribed in St. Paul's Cathedral to Sir Christopher Wren, "If you want a monument of him, look around." Barnardo boys and girls had their moral as well as their physical well-being cared for in the homes, and went forth into all sorts of occupations in some part of the Empire well equipped.

The Bishop of Barking and Mr. Chilton, of the Metropolitan Tabernacle, bore eloquent testimony to the value of the Christian spirit and Christian training inculcated in the homes, which, said the former, were a national asset. "Greater unity of effort on the part of all Christian denominations is in the air," said the Bishop of Barking, "and, in promoting such a work as this, the progress towards unity will, I believe, be greatly stimulated."

Admiral Sir H. Goodenough King-Hall, speaking as a friend from boyhood of his brother sailor, said Harry Stileman had always set before him a high ideal of life, and, moreover, had lived up to it, and led others towards adopting the same standard.

The new Director, who delivered a stirring speech, alluded to the great responsibility of having the souls as well as the bodies of nearly 7,200 children to think of and endeavour to care for. He expressed his deep thankfulness that Providence had so blessed this work in the past, and, with that blessing continued, he had no fear of the future. Sir Harry said he was a poor hand at begging, but believed the £50,000 now specially asked for, as the best memorial to his predecessor's worth, would be readily forthcoming, because it meant moving another 350 of their lads from slum surroundings to an environment which would benefit both soul and body.

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PROPOSED NEW CANADIAN CLUB.

A preliminary meeting of Canadians interested in the movement to organise a new club in London for social and commercial purposes was convened on Friday, May 6, at the offices of Major L. C. Hanington, 42, Old Bond Street, W.1.

Some twenty eventually foregathered, and a motion to form a new club for Canadians in London having been proposed, seconded and passed unanimously, the following were elected as members of the provisional committee:—Capt. W. D. Cavendish, Capt. G. M. Moon, Col. K. C. Folger, Capt. G. H. Ward, Capt. E. H. Cooper, and Mr. E. Hobson. Mr. Moon was elected chairman.

It was agreed to hold a further meeting on Friday, May 13, at 6 p.m., at the same address; and we are asked to call the attention of our readers to this fact, so that there may be a good attendance.

Further particulars regarding the new club will be given in next week's *Canada*.

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The Canadian Bisley team is expected to sail from Montreal by the *Metagama* on June 16. Col. Peck, V.C., will be commandant.

Cattle on the prairie came through last winter well and are fatter now than he has seen them at this time for many years, according to Mr. Pat Burns, of Calgary.

British distillers have refused to deal direct with the Quebec and British Columbia Liquor Commissions, insisting that business can only be done through their own agents.

The Pacific steamships of the Canadian Pacific service, which were white before the war and battleship grey during the war, have been painted red, green, black, white, and orange—the same as the company's Atlantic steamships.

THE CANADIAN BUDGET.

Sir Henry Drayton's Review—Customs and Taxation Changes

THE announcement of excellent revenues for the past year and the reiteration of a policy of meeting current and capital outlay, including the deficits of the railways, from revenue were the features of the Budget speech which Sir Henry Drayton, Minister of Finance, delivered on Monday afternoon (says Reuter's Ottawa correspondent).

The income for the past fiscal year, said Sir Henry, was $432,000,000, as against $349,000,000 for the previous year. This exceeded the ordinary expenses of the country, including pensions and current war charges, by $69,000,000, and exceeded the sum total of ordinary and regular capital charges and demobilisation expenses by $12,000,000. In addition there were railway outlays of $113,000,000, of which $49,000,000 were for the Canadian Northern, $26,000,000 for the Grand Trunk, and $22,000,000 for the Grand Trunk Pacific receivership and guaranteed interest, and $16,000,000 for railway equipment. No fresh borrowings occurred during the year, but by reason of the railway obligations the cash resources from the previous year were used to the extent of $101,000,000, and by this amount the net debt, now standing at $2,350,000,000 was increased.

HON. SIR HENRY L. DRAYTON, K.C., M.P., Minister of Finance.

As to business conditions, the Minister pointed out that the past year had been a trying one in many activities, but that, working on the sure foundation of lower costs, trade and commerce ought steadily to improve. An aggregate trade of $2,450,000,000 for the year made a remarkable show in view of the material drop in prices during the last half of the year, and the fact that heavy export of grain took place on the lower price level. Canada had continued to be a large buyer, however, and while exports dropped by $76,000,000 imports had increased by $175,000,000.

The Trade Balance.

The Minister referred at some length to the unfavourable balance of $296,000,000 with the United States and the prevailing adverse rate of exchange, and called attention to the American emergency tariff, which provides for practically prohibitive duties on agricultural products, of which Canada sold $168,000,000 worth to the United States during the past year. "Our business with the United Kingdom continues to be satisfactory, although it is not accompanied with favourable balances as great as in the past," said Sir Henry. "Canada's imports from the Mother Country reached the high-water mark of $214,000,000, 69 per cent. greater than in the previous year. The favourable balance is $100,000,000, which, it is stated, would be much reduced, if not altogether set off, by Canadian interest payments to Great Britain. The total to be raised from revenue this year is put at $435,000,000, made up as follows: $378,000,000 for ordinary capital and the 'clean-up' of war expenses and $57,000,000 for current railway charges. The total required for railways is $165,000,000, part of which is for maturing capital obligations and ought not to be met from revenue."

Grand Trunk Account.

The Minister pointed out that the Grand Trunk vote of $80,000,000 was required for old accounts, maturing capital obligations, and debts owing to the country. Old accounts would be taken into consideration in the Grand Trunk arbitration proceedings as deductions from compensation that would be payable. Sir Henry stated that the Grand Trunk account could not safely be regarded as not requiring a substantial sum, possibly $6,000,000, for current deficit in view of business conditions.

A tentative estimate of this year's revenues on the basis of existing taxat[illegible] $2,000,000 and proviso [illegible]

Customs Ch[illegible]

As regarded the tariff, continued Sir Henry, no general revision of the tariff schedule was to be made. Certain changes necessary to the trade agreement with the W[illegible] Indies had been made.

The Minister proceeded: "Notice has been given of two changes to be made in the Customs Act. The purpose [illegible] first is to secure a more efficient carrying out of the principle of the existing dumping provisions, and has to do with the valuation on which duties are assessed. The Act at present provides that the value should be the 'fair market value when sold for home consumption in the principal markets of the country whence and at the time when the goods were exported to Canada.' An amendment will add to this: 'Such value in no case to be lower than the wholesale price thereof at [illegible] time and place,' and in addition provides that the value for duty purposes shall not be less than the actual cost of production of similar goods at the date of shipment direct to Canada, plus a reasonable profit thereon. Another amendment relates to the valuation, for Customs purposes, of foreign currencies.

"The present Customs practice is to convert foreign depreciated currency into Canadian currency on the basis of the existing exchange rates. It is proposed that no reduction in excess of 50 per cent. of the standard of the proclaimed value shall be allowed, no matter what the exchange rate is, where the rate of exchange is adverse to Canada. The value for duty purposes will be computed at the rate of exchange existing at the date of the shipment of goods.

"A change in the Customs tariff of 1907 will also be made, stipulating that all goods imported capable of being marked, stamped, branded, or labelled without injury shall have indicated on them in English or French the country of origin. This provision will come into force on September 1, 1921."

Business Profits and Luxury Taxes Abolished.

Referring to taxation, the Minister said: "The Business Profits War Tax Act will not be re-enacted. All luxury taxes, those which were and those which were not remitted last December, will be abolished, but in view of the necessities of revenue, duties will be levied on playing cards, wines, and spirits. No change will be made in the principle of the sales tax, nor will it be extended to the general turn-over."

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B.C.'s STATUE OF QUEEN VICTORIA.

Sculptor's Criticism of Position.

Mr. A. Bruce-Joy, the sculptor of the statue of Queen Victoria, which the Duke of Devonshire unveiled in front of the Legislative Buildings at Victoria, B.C., last month, strongly criticises its position, on the grounds that the statue has been made to face the north, instead of the south, and that the site on which it has been placed is nearer the harbour than originally fixed upon. In a statement to a representative of *Canada* he said:—

"No open-air statue of any size or material, and especially of bronze, should ever be placed facing towards the north. In a dark material such as bronze it is absolutely impossible for even those who have most perfect sight to see the statue at all, if facing north, as the sun dazzles the eye so much that only a dark, or black, mass can be seen—really only the outline is properly visible, no detail, no likeness, no expression. All public statues, in the open, must face south, or almost exactly south.

"A colossal statue must be seen at the proper distance intended by the sculptor. It must not be too near the spectator. The exact site for the statue of the Queen was fixed on by the Premier of that date (the late Sir Richard McBride), the then Agent-General (Mr. J. H. Turner), and the sculptor before I would commence to make even a sketch model."

* *

The replica of the Speaker's Chair, which is being presented to the Canadian House of Commons by members of the United Kingdom Branch of the Empire Parliamentary Association, arrived at Ottawa on May 4. It was taken out by the C.G.M.M. s.s. *Canadian Raider*, and was forwarded from Montreal over the Canadian National Railways.

In connection with the special efforts being made by the Royal National Mission to Deep Sea Fishermen to increase its income, Rear-Admiral Sir Lionel Halsey, Comptroller to the Prince of Wales, writes: "I am desired by the Prince of Wales to say that he takes the greatest interest in the [illegible] of the Royal National Mission to Deep Sea Fishermen and trusts that all success may attend the special effort which you are making to improve your financial position."

A MEMORABLE VOYAGE:
Canada to India and Back

S.S. "CANADIAN PIONEER" UNLOADING INDIAN TEA AT ST. JOHN, N.B.

After a continuous voyage across the Atlantic, the Mediterranean, the Indian Ocean and the Bay of Bengal, the s.s. *Canadian Pioneer* has docked at St. John, N.B., having achieved the distinction of being the first Canadian steamer to make the round trip from Montreal to Eastern ports and back.

Those who recall the inauguration of the Indian and Egyptian service by the Canadian Government Merchant Marine, Ltd., a short time ago, will realise that there is more than a touch of romance in this voyage. It marked the definite opening of a new era in Canadian trade, a new move towards securing the direct interchange of commerce between Canada and the East. To the s.s. *Canadian Pioneer* was delegated the responsibility of realising this ambitious project and establishing a new link of Empire. She was to be a pioneer in reality as well as in name, and the future development of Canada's trade with the teeming East depended on the success of her first voyage.

Merchants the world over, with an eye to Canadian business with the East—trade which, though in its infancy, has great possibilities—will be interested to know that on her arrival at St. John, N.B., amongst other cargo she discharged in perfect condition 34 carloads, or 600,000 lb. of tea, bought in the Indian and Ceylon markets. The success of her voyage was excellently rounded off when the consignees found that, out of 7,666 chests of tea, only four were light in weight. The tea itself was all in splendid condition, and it is stated that, in this respect, it surpassed any previous large shipment.

The *Canadian Pioneer* is a Canadian product from stem to stern. She was built at Montreal for the Canadian Government Merchant Marine, Ltd., and is of 8,400 tons dead weight. She is one of the Government ships co-operating in the joint service between Canadian, Indian and Egyptian ports with the British India Steam Navigation Co., Ltd. It seems assured now that steamship facilities from the East direct to Canada have come to stay, and it is to be hoped that all merchants and traders whose interests are served by such a service will co-operate in making the development of trade between Canada and the Orient worthy of such a striking beginning.

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GRAND TRUNK LEGISLATION.

In the Senate on May 4 the Royal Assent was given to the Grand Trunk Arbitration Bill, which sets forth the conditions upon which the Government is prepared to extend the time for the arbitration proceedings.

Special legislation is being considered by the Government in the event of the refusal of the Grand Trunk shareholders to surrender control, according to the Montreal correspondent of the *Morning Post*. One method tentatively planned is liquidation; another is legislation securing to the Government the same position as in the Act just passed; and a third is expropriation.

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John Doughty has been sentenced to six years' confinement in a penitentiary for the theft of Victory Bonds from Mr Ambrose Small (says the Toronto correspondent of the *Times*), but it is believed that the charge of kidnapping the millionaire will be abandoned.

Mr. Armand Dupuis, of Montreal, speaking at a luncheon given last week by the Lord Mayor of London to the visiting delegation of dry-goods merchants, said their reception was proof of the solidarity that existed between the two nations, and that it was not one of the least pleasures of this trip to be in more intimate touch with their American cousin.

CORRESPONDENCE.

The views expressed by Correspondents are not necessarily endorsed by the Editor.

THE CATTLE EMBARGO.

To the Editor of "Canada."

SIR,—Previous to 1914, Canada, as is well known, exported to England and the States thousands of fat cattle, and to the latter country thousands of "stores" also. I must therefore leave it to your readers to decide whether your correspondent "Facts not Fancy" should not have reversed his *nom-de-plume* for the remark: "In other words, Canada did not (previous to the war) raise enough beef for her own requirements!" No one, I think, who has any real knowledge on this subject can dispute what was in my letter, and I do not wish to take up valuable space in your paper by fully answering a correspondent whose information has been to all appearances recently gained from gleaning a few Press statements which are in all probability misquoted.

So long as it takes two million cattle to supply these Islands with imported chilled and frozen beef, and knowing the public dislike to such meat, I maintain England is an insatiable market for Canadian stores, provided they can be sold at an economic price. Incidentally, I might mention that I am told by men who have slaughtered thousands of Canadian fat cattle, that never have they found them with disease, which is more than they can say for the Irish. Also several large farmers who were against lifting the embargo have of late told me they have changed their opinion, and now believe it would be a great benefit to themselves and the public to have free entry for Canadian stores.

With reference to "Facts not Fancy's" *superficial* study of facts, etc., not only my own twenty years' *practical* study of facts, etc., but that of others also, has demonstrated that it is not profitable to breed, raise, and fatten cattle for the Canadian packers.

As it is *not* an economic or profitable policy for Canada to have her farmers producing beef stock at a bare margin of profit, the only way to alter it is to have an oversea open market for her cattle and thus create competition, which is non-existent in Canada to-day.

I hope the next time "Facts not Fancy" writes a letter for publication it will be on a matter he understands, and so not express a "fancy" to be a "fact."—Yours faithfully,

H. P. JAQUES.

21, Dornton Road,
South Croydon.

—* *—

OBITUARY.

At Quebec.—Mr. Etienne Savard (100); Mr. Octave Morin, ex M.P.P. (drowned); Miss Mary Matilda Cannon, sister of the late Mr. Justice Cannon.

At Montreal.—Mr. Charles Robert Dalrymple (46), senior member of the firm of C. Dalrymple & Sons; Mr. Colin Rankin (94), formerly Chief Factor of the Hudson's Bay Co., whose service he entered in 1848, being for many years stationed at Mattawa.

At Ottawa.—Mr. Arthur Dorey (60), organist of Christ Church Cathedral, a native of London, England.

At Toronto.—Dr. Sidney Dalrymple (43), of Fenwick, Ont.; Rev. Philip Albert Jourdain (58); Dr. Robert Borven Aylesworth (79); Mrs. Mary Collier Forster, one of the founders in 1876 of the Women's Christian Temperance Union of Canada; Capt. W. Forsyth Grant, formerly A.D.C. to Lt.-Governor Macdonald, and son-in-law of the late Sir J. Beverley Robinson.

At Kingston.—Mr. James Laidlaw (80). At Gananoque.—Mr. John R. Thomson (74), publisher of the *Journal*. At Cornwall.—Mr. Daniel Davis (53), Police Magistrate. At St. Catharines.—Mr. George A. Begy and Mr. Michael Henry (72), both well-known citizens.

At Vancouver.—Mr. Charles S. Meek (46), a leading citizen.

—* *—

ONTARIO PRODUCTS.

In the window of the Ontario Government offices (163, Strand, London, W.C.) there are exhibited a number of samples of tobacco grown in the Province.

At the forthcoming West of England Agricultural Show at Exeter (May 30 to June 4) the Ontario Government will have a stall and an exhibit, which will be in charge of the Assistant Agent-General, Mr. S. E. Percival.

—* *—

The Salvation Army has a large conducted party of new settlers sailing for Canada on the s.s. *Megantic*, which left Liverpool last Saturday. Staff Captain and Mrs. Foster, experienced officers, are the conductors. The party is comprised of single men for farm work and women for household service, including widows emigrated under General Booth's widows' migration scheme.

PURELY PERSONAL

All communications for this page must be duly authenticated, and should reach us on Tuesday morning before the date of publication.

The Queen accompanied by the Duke of York and the Princess Mary, and attended by the Dowager Countess of Minto, the Lady Mary Trefusis, and Mr. Harry Verney, was present at a private view of the official film "Across India with the Duke of Connaught," given at the West End Cinema, Coventry Street, on Friday of last week. The Duke of Connaught, with Lady Patricia Ramsay, Princess Marie Louise, and Princess Helena Victoria, was also present. Among others attending were Lord Lee of Fareham, Col. Sir Malcolm Murray, Sir George Perley, Sir Vincent and Lady Meredith, Sir Ion Hamilton Benn, M.P., and Lady Benn.

* *

The Duke of Connaught replied as follows to birthday congratulations of the Canadian Militia last week:—"Grateful thanks for good wishes."

* *

The Duchess of Devonshire opened, on May 4, the exhibition of Original Paintings, Sculpture and Etchings by Ottawa artists, held under the auspices of the Women's Art Association, in the Chateau Laurier, Ottawa.

* *

The London City Corporation has unanimously decided to present the Freedom of the City "in a suitable gold box to the Right Hon. Arthur Meighen, K.C., Prime Minister of Canada, on the occasion of his approaching visit to this country, in recognition of his eminent position and his services to the Empire." Mr. J. R. Pakeman said that all the Oversea Premiers who were to meet in London this year had received that distinction except the Prime Minister of Canada, and they were delighted to have an opportunity of welcoming him and bestowing on him their freedom.

* *

The Hon. N. W. Rowell, M.P., former President of the Privy Council, confirms the report that he will shortly retire from the Dominion House of Commons.

* *

The Hon. John Oliver, Premier of British Columbia, after visiting Edmonton, Halifax, and New York, goes to Ottawa in connection with the affairs of the Pacific Great Eastern Railway and other matters affecting the Province. He will also visit his aged father, who resides in Grey County, Ontario.

* *

The Hon. Athanase David, Provincial Secretary of Quebec, accompanied by Mrs. David and their family, arrived from Quebec last week en route for the Continent. They will be away for about three months. Mr. David will study, *inter alia*, the operation of public charities in Belgium and also the technical and commercial schools in France and England. During his absence, the Hon. J. E. Perrault, Minister of Colonisation, will be Acting Provincial Secretary.

* *

The Hon. J. E. Caron, Minister of Agriculture in the Quebec Cabinet, who has been ill, has returned to Quebec from Atlantic City.

Col. L. S. Amery, who was the subject of warm encomiums at the meeting held last week in connection with the establishment of a Canadian Chamber of Commerce in London (see page 197), was born in India in 1873, and was for many years on the staff of the *Times*. He entered Parliament in 1911, and, after serving in the war, became Parliamentary Under Secretary for the Colonies in 1919,

COL. L. S. AMERY, M.P.

exchanging that portfolio for the office of Parliamentary and Financial Secretary to the Admiralty quite recently. Col. Amery has intimate Canadian associations, having married a sister of Sir Hamar Greenwood in 1910, and being at present Master of the Canada Lodge of Freemasons.

* *

The Hon. D. W. Mersereau, Minister of Agriculture in the New Brunswick Cabinet, on behalf of the members of the staff, made a presentation to Mr. A. Gordon Turney, Provincial Horticulturist, on the occasion of his marriage. Mr. and Mrs. Turney are spending their honeymoon in England.

* *

Mr. J. A. Maharg, M.P. for Maple Creek, Saskatchewan, is resigning his seat in the Dominion House of Commons to accept a seat in the Provincial Cabinet of that Province, due to the vacancy by the retirement of the Hon. W. E. Knowles.

* *

Sir Alexander Maguire, of London, is visiting Canada accompanied by his brother, Mr. D. E. Maguire, in connection with the establishment of a match factory in Quebec.

* *

The freedom of the borough of Torquay in Devonshire—his native town—has been offered to Dr. Charles E. Moyse, Emeritus Vice-Principal and Dean of the Faculty of Arts at McGill University, for services rendered to university education and letters, in Canada. Dr Moyse went to Canada 43 years ago, and for the last 12 years has been on the staff of McGill

[illegible] Orr Lewis has returned to [illegible]

* *

Mr. J. L. Mathewson of M[illegible] Hyde Park, Hea[illegible]

* *

Mr. and Mrs. David [illegible] Chalcutte Bay, P.Q., are at the [illegible] Hotel.

* *

Mr. and Mrs. Ewart Osborne and family, of Toronto, are at the Langham Hotel.

* *

Mr. and Mrs. Charles Archibald return to Halifax, via Quebec, by the R.M.S. *Carmania* on May 31.

* *

Mr. and Mrs. J. J. Morrison, of Hamilton, are at the Florence Hotel, 19-20, Lancaster Gate, W.

* *

Mr. and Miss Redmond, of Montreal, who have spent the winter on the Riviera, have returned to Claridge's Hotel.

* *

Sir Charles Sykes, M.P. for Huddersfield, is to leave this month, accompanied by Lady Sykes, on a visit to Canada and the United States.

* *

Sir Donald Macmaster, Bt., K.C., M.P., underwent a serious operation last Saturday. We are glad to hear he is making satisfactory progress.

* *

Mr. and Mrs. H. V. Franklin Jones leave London for the Continent to-day. They will be accompanied as far as Paris by Mr. Charles Cambie.

* *

Mr. Fred. Nation and Mrs. Nation, of Vancouver, who have been spending the winter in the South of France, have arrived at the Langham Hotel.

* *

Professor and Mrs. Pelham Edgar have arrived from Toronto, and will go on to Oxford, where Professor Edgar is representing Victoria College at the University Conference.

* *

Mrs. Holme-Sumner, whose stage name is Margaret Bannerman, and who is a Canadian, was last week granted a decree nisi, with costs, against her husband, who is an actor known on the stage as Pat Somerset, on the ground of his cruelty and of his adultery.

* *

Lady Maud Mackintosh, eldest daughter of the Duke and Duchess of Devonshire, is curtailing her visit to her parents in Canada and returning to England immediately with her younger brother, Lord Charles Cavendish, who is going back to Eton.

* *

The late Speaker of the House of Commons, the Rt. Hon. J. W. Lowther, M.P., accompanied by Sir Howard d'Egville, Secretary of the Empire Parliamentary Association, left for Canada on Wednesday, and will go straight to Ottawa, where the ceremony of presentation of the Speaker's Chair to the Dominion House of Commons will take place in the latter part of this month.

* *

General Sir Arthur Currie, Principal of McGill University, leaves Quebec for England on the *Empress of Britain*, on June 7. He will head the McGill delegation to the Congress of Universities of the Empire, to be held during June at Ox[illegible]. The other representatives of McGill University will be Dean F. D. Adams, Brigadier-General H. S. Birkett (Dean of the Medical Faculty), and Professor William Caldwell.

(Continued on page 190.)

PURELY PERSONAL (*continued*).

Major-General Dudley Ridout—who is a Canadian—had the honour of being received by the King at Buckingham Palace, on Tuesday, upon relinquishing his appointment as General Officer Commanding Troops, Straits Settlements, when his Majesty conferred upon him the honour of knighthood, and invested him with the insignia of K.B.E. (Military Division) and of C.B. (Military Division).

* *

Sir Edward Kemp arrived in England on Tuesday last, for a rest and change after his recent illness in Canada.

* *

Sir George Perley attended the luncheon at Stationers' Hall, on Tuesday, given to the Hon. W. N. McPherson, Treasurer of the State of Victoria, who is now on a visit to London.

* *

Sir George Perley attended at the Guildhall on Wednesday, on the occasion of the presentation of an address to the Crown Prince of Japan, and also the luncheon given by the Lord Mayor and Lady Mayoress at the Mansion House immediately after.

* *

Sir Joseph and Lady Outerbridge, who have been visiting England and France, have returned home to Newfoundland, sailing on May 11.

* *

Mr. W. G. Gosling, J.P., Mayor of St. John's, Newfoundland, and Mrs. Gosling, are staying at the Hotel Cecil.

* *

Among the departures for Canada by the R.M.S. *Empress of France* on Wednesday were Mr. and Mrs. Austen Ekers, Mr. and Mrs. L. G. Beaubien, Mr., Mrs. and Miss Victor Cawthra, Mrs. W. Moss and Mrs. Robinson; by the *Victorian*, Mr. and Mrs. J. C. Learmouth, Mrs. E. Schofield, Mrs. E. Verge, Mr. A. D. Swan (consulting engineer to the Vancouver Harbour Commissioners); by the *Megantic*, Mr. A. F. Bowman, Mr. C. H. Cahan, K.C., Mrs. Cahan, Mr. and Mrs. H. M. Vesey Fitzgerald, Mr. Lin Fortier, Mr. and Mrs. W. de M. Marler, the Misses Elaine and Enid St. Aubyn.

* *

Among the arrivals by the *Melita* were Mr. Arthur Browning, Mr. F. Caldecott, Dr. and Mrs. W. E. Campbell, Mr. H. Cox, Mr. and Mrs. T. O. Critchley, Mrs. H. J. Drummond, Lt.-Col. and Mrs. Gam, Major and Mrs. Gill, Mr. G. H. Holden, Mrs. B. Bell-Irving, Col. A. R. Kenny, Mr. P. Le Maistre, Col. and Mrs. Malcolm McAvity, Miss K. Parlow, Major W. C. Trotter and Mr. and Mrs. A. G. Turney; by the *Tunisian*, Mrs. Jessie K. Hannah, Miss M. C. Rowell, Mr. A. Savard, and Mr. A. G. Harding.

* *

Much attention has been paid during the past week to the paintings by Mr. P. A. Staynes and the colour photographs by Miss Olive Edis at 62-65, Charing Cross. On May 5 Sir George McLaren Brown, European general manager of the C.P.R., received H.R.H. Princess Beatrice, who remarked that the paintings and photographs were "perfectly wonderful." On Tuesday afternoon, 10th inst., Sir George received the Chinese Minister, his Excellency V. K. Wellington Koo, Dr. Y. T. Tsur, and Dr. W. C. Ch'en. Other distinguished visitors have included Lady Evelyn Mason, Baroness de Rutzen, Admiral the Hon. Sir E. Fremantle, R.N., Sir Wm. Grey Wilson, the Hon. J. G. Jenkins, Lady Scrutton, Prebendary Gough, the Princess Youriousky, Lady Newnes, and Mr. Granville Rubeck.

* *

Sir Charles Hanson, Bt., M.P., acting under medical advice, has been obliged to cancel all his engagements for the next two months and to go to the country for a complete change. His address is Fowey Hall, Cornwall.

ENGAGEMENTS AND MARRIAGES.

A marriage has been arranged, and will take place in June, between Captain Leonard Wyvill Hancock, M.C., late Sherwood Foresters, of Nottingham, and Helen Marguerite, widow of Captain Sidney F. Johnson, the Border Regiment, of Montreal, and 48, Markham Square, Chelsea.

* *

The engagement is announced of Capt. Edward H. Molyneux, M.C., son of the late Justin and Mrs. Molyneux, of Tramore, Co. Waterford, Ireland, to Muriel, daughter of the late James Dunsmuir, ex-Lieutenant-Governor of British Columbia, and Mrs. Dunsmuir, of Hatley Park, Victoria, B.C.

* *

The marriage of Miss Mary Powell Jarvis, daughter of Mr. and Mrs. Æmilius Jarvis, Prince Arthur Avenue, to Dr. G. Victor Bedford, of Winnipeg, took place at St. James' Cathedral, Toronto, on May 10.

* *

The marriage of Betty, daughter of the late Dr. C. M. Gordon, and Mrs. Gordon, of Ottawa, to Mr. J. Cole Anderson, of the Bank of Montreal, has taken place at the residence of Mrs. Ross Kerr, Westmount, P.Q.

* *

The engagement is announced of Cacouna Andrienne Buntin, daughter of the late Mr. R. A. Baldwin Hart, to Mr. Ralph Burton Heward, son of the late Mr. Edmund Holyoke Heward, of Montreal. The marriage will take place in June.

* *

The marriage of Miss Margaret Hay, daughter of Mrs. John D. Hay, of Toronto, and niece of Mrs. A. D. Braithwaite, of Montreal, to Dr. William Wilson, of London, England, takes place in Toronto to-day (Saturday).

* *

The engagement is announced of Miss Elinor Minna (Tommy) Monteith, youngest daughter of the late W. and Mrs. Monteith, Lanston Street, Victoria, to Lt. Ronald Ian Agnew, of H.M.S. *Patriot*, eldest son of Major John Agnew, of Toronto.

* *

The engagement is announced of Miss Muriel Ethel Breakey, youngest daughter of Mr. and Mrs. Dennison Breakey, of Breakeyville, P.Q., and Mr. Edward Maurice de Greff, only son of Mr. and Mrs. Robert W. de Greff, of Elm Bank, Bromley, Kent.

* *

At the Rosedale Presbyterian Church Toronto, Marjorie, daughter of Mrs. H. Y. Telfer, Madison Avenue, was married to Capt. Frederick Wyld Macdonald, son of the late Col. W. Campbell Macdonald and Mrs. Macdonald, St. George Street, Toronto.

* *

THE CRITERION.

The revival of "Grumpy" affords an opportunity, which should not be missed, of enjoying a clever and amusing play, and of seeing Mr. Cyril Maude again in one of his greatest parts.

WHERE TO GO AND WHAT TO SEE

A Weekly Bulletin of Amusement Round London.

OUT-OF-DOORS.

CRICKET.

LORD'S (St. John's Wood Road Station).—Saturday, 14, Middlesex *v.* Sussex.

RACING.

GATWICK MEETING (Horley Station, L.B. & S.C.R.).—Friday, 13. (Subject to strike emergency.

POLO.

HURLINGHAM.—Saturday, 14, at 3.30 p.m., Foxhunters' (B. team) *v.* 2nd Life Guards. Monday, 16, American International team *v.* Hurlingham Club. Wednesday, 18, to Saturday, 21, Social Clubs' Cup Ties, semi-final and final.

ROEHAMPTON.—Saturday, 14, at 5 p.m., American International team *v.* Major Harrison's team. The American team will play again on Wednesday, 18, opponents not yet known.

RANELAGH.—Saturday, 14, England *v.* Freebooters. Monday, 16, England *v.* Ranelagh. Saturday, 21, America *v.* Ranelagh.

MISCELLANEOUS

ZOOLOGICAL GARDENS, Regent's Park.

INDOORS.

THEATRES, ETC.

COURT, Sloane Square.—"Othello." (Madge Titherage, Godfrey Tearle.)

CRITERION, Piccadilly Circus.—"Grumpy." (Cyril Maude, Ann Trevor.)

GARRICK, Charing Cross Road. — "Count X" (Leon M. Lion).

LITTLE, John Street, Adelphi. — "Grand Guignol." (Sybil and Russel Thorndyke.)

NEW OXFORD, Oxford Street.—"League of Notions." (Dolly Sisters, Lupino Lane.)

ST. JAMES'S, King Street, St. James's.—"Polly with a Past." (Edna Best, Donald Calthrop.)

WINTER GARDEN, Drury Lane.—"A Night Out." (Leslie Henson.)

WYNDHAM'S, Charing Cross Road.—"Bulldog Drummond." (Gerald du Maurier.)

Varieties.

COLISEUM, St. Martin's Lane.

MASKELYNE'S Theatre of Mystery, Langham Place.

PALLADIUM, Argyll Street, Oxford Circus.

MADAME TUSSAUD'S Exhibition, Baker Street.

OLYMPIA, Addison Road (Kensington Stn.). —May 19, Royal Naval and Military Tournament.

CONCERTS.

WIGMORE HALL, Wigmore Street.—May 17, Gladys Chester (Canadian violinist), at 8.15 p.m. May 28, Jascha Spivakovsky (pianist) at 5.30 p.m.

CINEMATOGRAPH THEATRES.

PALACE, Cambridge Circus.—Mary Pickford in "Pollyanna."

STOLL, Kingsway.—Nazimova in "Madame Peacock."

EXHIBITIONS.

ROYAL ACADEMY, Piccadilly.—Summer exhibition.

ROYAL SOCIETY OF PAINTERS IN WATER COLOURS, 5a, Pall Mall East.

ALPINE CLUB GALLERY, Mill Street, Conduit Street.—"Hunting, and other pictures of English country life," by A. J. Munnings, A.R.A.

C.P.R. OFFICES, 62, Charing Cross.—Pictures of China and Japan by P. A. Staynes, R.O.I., and photographs of Canada in colour. (To May 16.)

SMALL ÆOLIAN HALL, New Bond Street.—Pictures by Ettore Cosomati.

PRINTING, STATIONERY, ETC., EXHIBITION, Royal Agricultural Hall, Islington.

LECTURES, ETC.

PHILHARMONIC HALL, Great Portland Street. —Ross-Smith Flight to Australia.

* *

GARRICK THEATRE.

"Count X" is a clever comedy in which some good fun is made at the expense of dabblers in spiritualism. M. Leon M. Lion, who takes the principal part—that of a Russian psychic adventurer—is also responsible for the production of the play, and he give us scenery that is both interesting and novel.

THE OVERSEAS SETTLEMENT OFFICE.

Emigration of Ex-Service Men and Women.

IN a corner of St. James's Square, London, stands what was once a fashionable and is still an imposing building.

The callers at No. 6 do not, as a rule, however, arrive in motor-cars, being for the most part would-be emigrants to other parts of the Empire and foreign lands, and the house is now the *habitat* of the staff of the Overseas Settlement Office. Hither come married and single ex-Service men and women who have determined to try their luck in a new country. If they fulfil the requirements of the Board they are given free information, advice on details, and passage to any British Dominion or Colony or other part of the world which is suitable for settlers. In point of numbers, applications to go out to Canada are easily first, a member of the staff told a representative of *Canada*.

This is borne out by figures already published in our columns. The Under Secretary for the Colonies recently stated that since the scheme came into operation in 1919, some 40,000 men and women and their dependents had been

UNUSUAL EMIGRANTS!

Under the care of the Dominion Express Co. three pairs of roya swans, presented by the King to the Botanical Gardens, Toronto, left Liverpool by the Canadian Pacific *Empress of Britain*. Each pair was packed in a crate three feet square. In addition to the swans, the Dominion Express Co. were also entrusted with the shipment of two cats, three dogs, and six cocks and hens.

given free passages overseas—16,776 having been sent to Canada, 12,912 to Australia, 7,889 to New Zealand, 3,277 to South Africa, 376 to Rhodesia, 526 to Kenya Colony, 43 to Newfoundland, and 781 to other parts of the Empire.

Should an ex-Service man or woman wish to emigrate to the Dominion the procedure is as follows:—The would-be emigrant, on reaching the Overseas Settlement Office, is asked to fill in a card with certain particulars. Where any unusual difficulty arises, there is a special staff to deal with a complicated case. If the preliminaries are satisfactorily gone through, the case is then submitted to (in the case of a would-be Canadian settler) the Superintendent of Emigration, Col. J. Obed Smith, and if pronounced suitable, comes back to the Overseas Settlement Office for the final arrangements. Every effort is made to get these steps carried through in as short a time as possible, and a large and ever-increasing staff has been established to assure this.

The Free Passage Scheme.

The details of the free passage scheme, which applies, save in very exceptional cases, only to ex-Service men and women who served during the Great War, and whose service began not later than January 1, 1920, are as follows:—Officers and men of the Royal Navy, the British Army or the Royal Air Force, who served in the Great War (*excluding* those who served only in Dominion and Colonial Forces or in the Indian Army) and who wish to settle *within* the Empire overseas, may obtain free third-class passages for themselves and their dependents from the nearest convenient port to their destination, provided that they are approved under one of the agricultural schemes of the Overseas Governments, or are going to assured employment, and provided also that they are in all respects acceptable to the Government of the territory to which they desire to go. This privilege is also extended to the widows and dependents of ex-Service men as defined above, provided they are entitled to draw pension from Imperial funds under the terms of the Pensions Warrant.

The grant of free passage includes the grant of a third-class railway warrant from the place of residence to the port of embarkation, but does *not* include any assistance in respect of the cost of the journey from the port of disembarkation overseas to the settlers' final destination. Applications must be sent in at any time before December 31, 1921, or within one year from the date of release from Service, whichever date is the later, provided that in the case of persons enlisted or enrolled or granted a commission for a period exceeding three years, applications must be sent in before December 31, 1921. Those who apply before the requisite date, and are approved, will be allowed to avail themselves of the privilege of a free passage at any time before December 31, 1922.

All applications have to be sent in duplicate to the Overseas Settlement Office. If and when an applicant is approved he is duly informed by the Committee and receives a warrant book containing a voucher for a third-class ticket, a similar ticket from the applicant's home to the port of embarkation, and a document in lieu of a passport.

Emigration to Canada.

As compared with the other Dominions the facilities offered to emigrants in the case of Canada are good. The shipping question which has been such an acute one, as far as Australia and New Zealand are concerned, has not affected Canada to so great an extent.

A special series of negotiations took place in Ottawa last year, as a result of which arrangements were completed at the end of April between the Imperial and Canadian Governments, under which Canadian demands for British labour are transmitted through the Departments of Labour and Immigration in Canada to the Overseas Employment Branch in London.

The work in connection with the employment of wage-earning women in Canada and the welfare of all unaccompanied women proceeding to that Dominion has been greatly assisted by the establishment, under the auspices of the Department of Immigration and Colonisation at Ottawa, of the Council of Immigration of Women, composed of representatives of nationally organised women's associations in the Dominion, together with one member appointed by each Provisional Government. This Council receives an annual subsidy from public funds to enable it to establish, control and supervise hostels of reception for women settlers. It also co-operates with the Ministry of Labour in Canada in placing wage-earning settlers in employment in the Dominion. It personally recommends newly-arrived women to a resident in the neighbourhood in which they propose to settle, and invites them to return to the hostel from which they were placed in employment should they find themselves in any trouble or difficulty. Co-operation between the Council and the Society for the Overseas Settlement of British Women was much facilitated by the recent visit to the United Kingdom of Mrs. Robson, representative of the Women's Branch of the Department of Immigration and Colonisation at Ottawa.

Selection of Settlers.

All this goes to show that the Overseas Settlement Office (which is an Imperial organisation, being under the administration of the Colonial Office) is doing good and valuable work both in mitigating unemployment among ex-Service men in the Mother Country and stimulating emigration to Canada and other parts of the Empire. At the same time, the Office does not lose sight of the very important fact that overseas settlement must be considered from the point of view, not merely of relieving distress in Great Britain at the expense of the Dominions, but of introducing into them a type of British settler who will be a credit both to his old and to his new country.

In certain quarters in this country there is still a tendency to ignore the fact that settlers selected and sent out at random are very likely to be unsuccessful and so become liabilities where they should be assets, to give rise to unpleasant consequences where they should create good impressions. All candidates for free passages to the Dominion are subjected to a thorough examination as to their antecedents, prospects and general fitness, and it is this purpose especially for which the Overseas Settlement Office was created and exists.

(*Emigration pictures appear on our centre double page.*)

* *

SETTLEMENT OVERSEAS FOR EX-SOLDIERS.

It is officially announced that numerous openings on the land in various parts of the Empire are available for ex-officers and men with a capital of £200 and upwards. All officers and men who on leaving the Army are desirous of settling overseas are advised to communicate personally or by letter with the Secretary, Overseas Settlement Office, 6, St. James's Square, London, S.W.1.

ONTARIO PROVINCE.

OTTAWA.—The Government has decided to place the Printing Bureau in future under the jurisdiction of the Minister of Labour instead of the Secretary of State, as it has been since Confederation in 1867.

—Despite protests, the Government has decided to adhere to its decision and cut the cost of living bonus in the Civil Service for 1921-22 25 per cent.

—The first long distance telephone conversation between Canada and Cuba took place on April 14, when the Rt. Hon. Arthur Meighen, the Hon. W. L. Mackenzie King, the Hon. W. S. Fielding, and the Hon. Rodolphe Lemieux spoke in turn from the Parliament Buildings to President Mario G. Mecal, who had called up from the presidential palace at Havana, Cuba, to extend the greetings of the Republic of Cuba to the Dominion of Canada.

— The property at 177 to 181, Bank Street, recently sold for $40,000, comprises 33 ft. on the East side of Bank Street, near Gloucester Street. The property formerly belonged to Mr. H. B. McGiverin. The price is considered a fair one, as it is over $1,000 per ft. frontage on Bank Street.

TORONTO.—The Ontario Legislature has authorised the raising of a loan of $20,000,000. The Provincial Treasurer said it would be spent thus: $1,400,000 for housing, $5,500,000 for roads up to October 31, 1921, and a further $6,000,000 for roads from October 31 to April 30, 1922; $1,000,000 for buildings, and $6,000,000 for refunding treasury bills due on October 15.

Members of the Ontario Legislature are each to receive a bonus of $600, which will total $67,000

Mr. W. B. Clelland, the advisory expert of the Ontario Licence Commissioners, who was general manager at a salary of $10,000 a year until a year ago, retired from that position on May 1, when Mr. J. D. Flavelle, the chairman of the Board, also retired.

HAMILTON.—Conditions for two new scholarships, known as "the First and Second Gibson Pass Matriculation Scholarships," endowed by Sir John M. Gibson, of Hamilton, have been approved by the Board of Governors of Toronto University. The scholarships are of the value of $120 and $100 respectively, and are open to students of Hamilton Collegiate Institute.

In a report on civic expenditure for the first quarter of this year, presented to Mayor Coppley, Mr. R. J. Menary, civic accountant, shows that the expenditures are less than 25 per cent. of the total appropriations. The total civic appropriations for the year are $2,128,164.11, while the expenditures to March 31 were $501,481 for all purposes.

LONDON.—The estate of the late Mr. J. L. Englehart, formerly chairman of the T. & N.O. Railway, will exceed $2,000,000, and will be administered by a London trust company. It consists largely of real estate in Petrolea and shares in the Imperial Oil Co.

KINGSTON.—On April 22 General Sir David Watson, C.B., of Quebec, G.O.C. Fourth Canadian Division in France, and the first commanding officer of the 2nd Battalion, took part here in the celebration of the sixth anniversary of the Battle of Langemarcke and the Second Battle of Ypres.

ST. THOMAS.—The prospects for the sale of the 1920 tobacco crop are reported to be brighter, and several of the largest growers in the Rodney district are engaged in grading their stocks.

PORT ARTHUR.—On April 19 the blast furnace owned by the Atikokan Iron Co. and others was sold to outside interests. The city, which is a shareholder in the furnace and property, ratified a resolution to dispose of the plant for $1,000,000; $200,000 is to be paid by the purchasers within four years and the remaining $800,000 at the expiration of the [illegible] term. It is understood that the furnace at Port Arthur will be operated in connection with the mine previously sold to Duluth operators.

QUEBEC PROVINCE.

MONTREAL.—The first arrival here from sea this season was the s.s. *Manola*, of the Canada Steamship Lines, Ltd., on April 19, from Newfoundland. The first arrival of a Transatlantic steamship was on April 21—the Cunard s.s. *Venusia*, consigned to R. Reford and Co., from London. Her captain, Michael Doyle, received a gold-headed cane and hat from the Harbour Commissioners.

— Mr. H. B. Mackenzie is succeeded as president of the Canadian Club here by Lieut.-Col. Alan A. Magee. The guest of honour at the luncheon following the annual meeting was General Sir Arthur Currie.

The Canadian Explosives Co. has purchased the ammunition plant on Lannes Street, between Jeanne Mance Street and Esplanade Avenue, and will use it as a factory for making artificial ivory articles. This plant, which provides 100,000 square feet of floor space, is practically new, as construction was completed close to the end of the war and no work done on shell making.

—The officers and customers of the Royal Bank of Canada gave a farewell dinner to Mr. J. E. Trottier, manager of the Bonsecours branch of the bank, who goes to Martinique, where he will assume charge of the Fort de France branch of the bank.

A farewell dinner and presentation were tendered to Mr. J. P. Mullett, accountant at the city office of the Royal Bank of Canada, to bid him farewell on his departure to take up similar duties at the main office of the bank at Havana, Cuba.

Mr. P. L. Miller, general manager of Canadian Vickers, Ltd., at the launch of the *Idefjord*, said the company had no further orders on hand and the plant would close for one year or longer until costs had come down, as neither Norwegian nor other firms would give orders under existing conditions.

Fire has destroyed the Church of the Nativity of the Blessed Virgin, on Ontario Street East. The total loss is estimated at between $700,000 and $800,000, of which $200,000 is covered by insurance.

NEW BRUNSWICK.

FREDERICTON.—The Legislature was prorogued on April 16, after the shortest session for some years. In all, 102 Bills were presented, and 98 of these were passed.

Mr. Harvey Mitchell, Deputy Minister of Agriculture, states that arrangements have been made for handling wool through the New Brunswick Wool Growers' Association, and the wool will be graded at a central warehouse to be established at the exhibition buildings in this city. The wool handled through the New Brunswick Association last year totalled 69,998 lb., as compared with 55,840 lb. for 1919.

ST. JOHN.—A statement from the United States Consular Agency here shows that shipments of lumber and its products from this Consular district to the United States totalled $616,966 for the three months ended March 31. In the corresponding quarter of 1920 they were $898,859.

—What is said to be the longest spruce tree cut in the Province for many years was recently yarded by Benjamin Underhill at his camp on the Upsalquitch River. The tree scaled 1,507 feet, made up of five logs, as follows: 452, 444, 397, 150, 64.

Mr. Carlo Carniel, manager of the Bedford Construction Co., which has the contract for the construction of the dry-dock at East St. John, said that work would commence again there this month.

At the 54th annual communication of the Masonic Grand Lodge of New Brunswick, Lieut.-Col. J. D. B. F. MacKenzie, of Chatham, was re-elected Grand Master, and Mr. LeBaron Wilson, of this city, Deputy Grand Master.

NOVA SCOTIA.

HALIFAX.—The report of the Nova Scotia Power Commission estimates there is available in Nova Scotia a dependable supply of water for hydro-electric purposes of approximately 300,000 h.p.

——Mr. John S. Parker has been re-elected Mayor of Halifax.

Messrs. G. A. Westhaver and Son, of Mahone Bay, have received an order from France for 250 pairs of spruce oars.

SYDNEY.—To help its employees during the present depression the Dominion Coal Co. offers all employees who desire to make gardens during the coming summer the free use of the company's land, which will be ploughed, harrowed, and fertilised for them at the company's expense.

The first piles for Sydney's new marine railway were driven on April 20, and the whole plant will be ready by July 1, according to Mr. W. E. Clarke, manager of the Sydney Foundry and Machine Works, Ltd. The slip has capacity for handling the largest coasting steamers.

——Eleven of the fifteen collieries of the Dominion Coal Co. at Sydney, N.S., have resumed operations, and 8,000 of the 10,000 employees were at work on April 20. Some of the mines have been closed down and others working short time for some months.

MANITOBA PROVINCE.

WINNIPEG.—A Bill has been adopted by the Manitoba Legislature providing for the imposition of a 2 per cent. tax on all business houses in the Province, for one year only.

Following an acrimonious debate, the Farm Loans Bill raising the rate at which loans can be borrowed from 6 to 7 per cent. was passed by the Legislature, a motion by Mr. F. J. Dixon, Labour leader, to keep the rate at 6 per cent., being voted down by 23 to 15.

Increase of members' indemnities by $500 annually, and Ministers' salaries by $1,000, is probable. The present indemnity paid is $1,500 per year, while the Ministers receive $5,000, in addition to their indemnity.

Lignite coal produced at Bienfait, Sask., will be laid down in Winnipeg at $11.50 a ton, states the Hon. T. H. Johnson. The cost of the briquetting plant is borne by the Dominion, Saskatchewan, and Manitoba Governments.

The Hon. Edward Brown, Provincial Treasurer, in a statement on the Flin Flon Railway, said that the offer of the Government to the original option holders still held good, which meant that, if the new owners would deposit a marked cheque for $1,000,000, as a guarantee of proceeding with development, the Government would place the case for the building of the railway before the Legislature.

——A civic income tax for Winnipeg was urged by Mayor Parnell before the Legislative Committee on law amendments. The Bill proposes taxation on the following basis: 1 per cent. on the first $1,000 of taxable income, 1½ per cent. on the next $1,000, 2 per cent. on the next $1,000, 3 per cent. on the next $2,000, 5 per cent. on the next $5,000, and 5 per cent. on the taxable incomes of corporations paying taxes to the Province under the Corporation Taxation Act.

SASKATCHEWAN.

REGINA.—At a special meeting of the City Council, revised estimates, containing a total reduction of $29,012, were adopted and a by-law fixing the assessment for the year at 43 mills for public school supporters and 46.5 mills for separate school supporters was passed.

——The manufacture of a firelighter from clay deposits found on his land is being undertaken by a Waldeck farmer. The firelighter is soaked in kerosene for a few minutes, and will burn for half an hour with a steady flame, and, it is claimed, can be replenished and used indefinitely.

——On April 18 a fire visited the town of Hatton, destroying property valued at more than $60,000.

Principals of schools in the city are to receive a minimum of $2,400, maximum $3,200; vice-principals, minimum $2,000, maximum $2,600; lady teachers, increased $50 a year for each year they have served previous to September, 1920, in addition to the minimum allowance for the certificate held. The new schedules will come into effect September 1, 1921.

——To secure authentic information on the reported coal deposits in the Pasquia Hills, in North-Eastern Saskatchewan, the Provincial Bureau of Labour is sending an expedition into that district. The Hon. C. A. Dunning, Provincial Treasurer, said the discovery of a workable coal deposit in this particular part of the Province would undoubtedly be of far-reaching importance.

ALBERTA PROVINCE.

EDMONTON.—On April 19 the fourth session of the fourth Alberta Assembly was brought to a close after sitting nine weeks.

——On April 16, by a vote of 22 for to 16 against, the Legislature struck out of the Charter amendments the clause cancelling the franchise of the Northern Alberta Gas and Development Co. in the city of Edmonton.

——Farm hands are being placed this month by the Alberta Government Employment Service at the rate of $80 a day, according to Mr. J. W. Mitchell, Director for Alberta.

CALGARY.—The functions of the Calgary Gas Co., Ltd., will be taken over by the parent company, the Canadian Western Natural Gas, Light, Heat, and Power Co., Ltd., which will sell gas to Calgary consumers, from May 31 next, at $1.35 a 1,000 cubic feet, less a 10 cents discount, or $1.25 net, for cooking gas; and 85 cents, less 10 cents discount, or 75 cents net, for heating gas, which must be used in special gas furnaces.

BROOKS.—On April 11 the Duke of Devonshire was met here by Mayor E. F. Purcell and Messrs. Griffin, Bark, Dilley, and Sangster, and escorted through the irrigation block as far as Duchess. In the afternoon they visited the Duke of Sutherland's Canadian land camps and farm.

BRITISH COLUMBIA.

VICTORIA.—While in this city last month the Duke of Devonshire unveiled the Queen Victoria statue in front of the Parliament Buildings and two tablets under the dome to the memory of members of the two Victoria regiments who fell during the war.

The Hudson's Bay Co. intends to subdivide and sell several hundreds of acres of land at Colwood and another portion adjoining the new dry dock site, according to an announcement made by Mr. H. F. Harman, Land Commissioner of the company.

Miss Annie Jane Agar and Miss Hilda Sophie Cartwright [illegible] admitted to the [illegible] British Columbia.

The names of children whose births are recorded in the Vital Statistics Department as illegitimate, but who have been adopted by foster parents, are to be erased and their births made legitimate by amendments to the Vital Statistics Act.

——On April 17 the C.P.R. R.M.S. *Empress of Asia* arrived here from Yokohama in 8 days 21 hours 35 minutes, beating the previous record of her sister ship, the *Empress of Russia*, of 9 days 3 hours. She averaged 20 knots per hour most of the voyage.

VANCOUVER.—Prospects are unusually bright for a good fruit crop in British Columbia, according to Mr. R. G. L. Clark, Dominion Fruit Inspector. Weather in the Okanagan Valley has been ideal.

NEW WESTMINSTER. The City Council has struck the 1921 tax rate at 36 mills, the same as last year.

VERNON.—The Coldstream fruit ranch has been [illegible] Sir James Buchanan, the distiller, who some years [illegible] the Marquis of Aberdeen in the development of the estate. It will continue under the management of Mr. F. E. R. Wollaston.

SETTING OUT FOR THEIR NEW HOME OVERSEAS

(See page 191.)

BRITISH EMIGRANTS FOR CANADA GOING ON BOARD THE STEAMER AT LIVERPOOL.

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ON BOARD

EX-SERVICE AND OTHER EMIGRANTS ON THEIR WAY TO CANADA.

A CANADIAN PACIFIC LINER.

WAITING TO SAIL: ON BOARD A WHITE STAR-DOMINION LINER

CANADIAN PRESS VIEWS.

Canada and Japan.

"Let Canada have the quality of a Power within the Empire, let her make sure, preferably in private, that she is not bound to any programme which would require her to commit suicide for the sake of our 'little brown brothers,' but let us also recognise that the defence of the Empire is a many-sided task, in which widely-scattered interests are involved, and that we have no right to insist that every question in which we may be more or less concerned must be treated as a Canadian question exclusively. The British Empire is like a joint stock company. Our dividends must bear some relation to the amount of stock we take and pay for."—*Montreal Star.*

Canada's Status.

"Sir Robert Borden's statement that the status of nationhood entailed responsibilities which could not be disregarded leads directly to a conclusion other than that which was apparently in his mind. So long as Canada is unable, as she is at present unable, to undertake the responsibilities of nationhood, what is the use of talking of a new status? Canada played a great part in the world war, but constitutionally she is exactly where she was before, and where she is likely to remain. Until she is prepared and willing to alter that status by one very grave step, which alone can effect the change, and until she is sufficiently strong in population and the developments of her latent wealth to take that step, the less said about nationhood the better it will be."—*Montreal Gazette.*

The Basic Industry.

"One million acres more than at the corresponding time last year have been prepared for crop in Manitoba, Saskatchewan and Alberta. This is important news for business men generally, for railway and shipping men, for manufacturers and merchants and everybody in Canada through whose hands trickle the dollars which come in return for our national farm output. It is encouraging news to investors whose bonds and stocks have been depressed lately, and to wholesalers and other distributors caught with large stocks of goods which they could not get people to buy while prices sagged."—*Victoria Times.*

Ceremonial at Ottawa.

"To those who attach importance to the ornamental and ceremonial side of the Government, and who deplore the growing democratic drabness of our institutions, there may be some consolation in the Ottawa scene. Parliament is housed in a ten-million-dollar palace, with a separate room for every two Senators or members of the House of Commons. The procession of the Speaker and the officers of the House of Commons as it opens each day is a more gorgeous and imposing spectacle than in former years. Should any fiery Radical be elected to Parliament it may be expected that he will be tamed and moderated by his surroundings. The red will become grey, like the Parliament Buildings and the Chateau Laurier."—*Toronto Globe.*

Old Country Immigrants.

"The policy of the British Government is to direct emigration from the Old Country to the British Dominions, and it is exceedingly gratifying that during the last year so large a number came to Canada. Canada offers a wide field for settlement on the land, and nothing is more desirable than a wisely selected immigration of this class. There are none we welcome so warmly as the people of British stock. They will find here the freest and the best opportunities in the world. They will enhance their own comfort and happiness by becoming citizens of Canada, and they will have a part in the great future of the 'Land of Opportunity.'"—*Halifax Morning Chronicle.*

Short and Sweet.

'So far Germany's effort to pay her war debt has been unremitting."—*Vancouver Province.*

"One of the most welcome signs of spring is the opening of industrial plants."—*Vancouver Province.*

"'Canadian coal for Canadian consumers' is one good slogan. 'More coal and better coal' should be the ambition of the coal operators.'"—*Calgary Herald.*

"Perhaps a lot of those chaps who held down desk jobs at Ottawa when they were eligible for the trenches will claim pensions on the ground that the pen is mightier than the sword."—*Veteran.*

"The Minister of Finance proposes to have a nickel five-cent piece struck. The time seems to be at hand when some use can once more be found for a coin of that denomination."—*Toronto Mail and Empire.*

Canadians when in London should pay a visit to THE COLOUR AND FURNISHING CO-OPERATIVE, 26, Thurloe Place, South Kensington. Specialists in Interior Decorations, Roof Gardens, etc. Chinese porcelain and nice bits of old Furniture on view.

NEWFOUNDLAND AND LABRADOR.

A comprehensive handbook on the Dominion of Newfoundland and Labrador has just been published by direction of the High Commissioner for Newfoundland, 58, Victoria Street, London, S.W.1.

It deals with the early history of the Ancient Colony, whose story goes back to the time of the Renaissance, and tells something of its recent progress. The physical features are described at length, as are also its social conditions, industries and resources—fisheries, sealing, lumbering, minerals, agriculture, etc. Particulars are further given of openings for settlers and of sporting opportunities. A chapter is devoted to Labrador.

The book is fully illustrated, and there are two maps, one being geological.

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CANADIAN CHAMBER OF COMMERCE.

Appointment of Executive Council—Colonel Amery on Canadian Trade.

A FURTHER stage was taken in the establishment of a Canadian Chamber of Commerce in London on Monday, at a meeting held in Australia House, Aldwych. Mr. F. C. Wade, Agent General for British Columbia, presided over a representative attendance of about forty Canadians, Anglo-Canadians, and Newfoundlanders. Sir George Perley was unable to attend, owing to another engagement.

Organisation and Objects.

The Chairman first of all outlined the proposed organisation of the Chamber. It would, he said, consist of an honorary president, Executive Council, and manager. On the financial side there would be supporters and contributors, as in the case of the American and other Chambers of Commerce. It was hoped that these would be drawn from the Department of Trade and Commerce, the Canadian Manufacturers' Association (who had given an assurance that support would be forthcoming), the Canadian Grain Growers' Association, the Canadian Fruit Growers' Association, the Provinces not represented by Agents-General, and individual subscribers. It was most important that official recognition should be given the Chamber by the Canadian Government. Mr. Wade remarked that the official trade administration of the Canadian Government here was apparently withdrawing, or at any rate reducing, its activities to a large extent, and he suggested that it might be found desirable to resurrect trade development here through a purely business Chamber such as that would be.

SUGAR REFINERY AT VANCOUVER.
Photograph: Canadian National Railways.

The objects of the Chamber, Mr. Wade continued, were to improve and strengthen trade relations between Canada, the United Kingdom and the Continent of Europe. This could be done in various ways:—By a reliable bureau of information with regard to Canadian resources, products, manufactures and trade; by a board of management and staff thoroughly conversant with all branches of Canadian production and industry; by a bureau of publicity for the development of Canadian export trade to the fullest extent; by a sample room that would always be at the disposal of Canadian producers and manufacturers; by providing accommodation where representatives of Canadian trade interests could meet and conduct negotiations, and where they would find a full selection of official trade reports and important trade journals; by collecting and providing Canadian trade interests with statistical information on all matters affecting Canadian export trade, etc.; by watching legislation in the United Kingdom and elsewhere which might affect the development of Canadian trade; to protect Canadian trade interests by keeping in close touch with the Department of Overseas Trade and various British organisations having in view the development of Empire trade; and, as far as possible, to protect Canadian trade interests by promoting the sale of approved standard products and calling attention to trade imposition where it occurred.

As an instance of one of the objects that could be accomplished by such an organisation, Mr. Wade said that it was still the custom in this country to carry out a good deal of trade between Great Britain and Canada through New York agents. Canadians objected to that as unnecessarily roundabout, illogical, stupid, and thoroughly unpatriotic from an Imperial point of view. The result was sometimes double Customs duties, double commissions, and confusion all round. That Chamber could carry out very strong propaganda with a view to persuading organisations and firms in Great Britain having Canadian business to do that business without resort to New York.

The First Executive Council.

Mr. Wade added that the object of the meeting was to receive the report of the Nominating Committee on the names they had selected to constitute the first Executive Council of the Association.

Mr. R. B. Stewart, Secretary of the Committee, then read out the following names, which he said, were the unanimous choice of the whole Committee:

The Agents-General for British Columbia, Nova Scotia, Ontario, and Quebec, and the Dominion Government Trade Commissioners in London, Glasgow, Manchester, Liverpool, and Bristol (*ex officio*); Lord Beaverbrook, H. W. Beaubien, Sir George McLaren Brown (European general manager Canadian Pacific Railway), Huckman Batchelor (Huckman Batchelor and Co.), E. T. Collins (Stannard Collins and Co.), H. H. Clarke (Canada Overseas Trading Co.), Sir James Dunn, H. Farquhar (Eisman and Co.), A. Lorne Hamilton (Dominion Steel Corporation), W. S. Hodge (Hodge Sherriff Paper Co. and Wayagamack Pulp and Paper Co.), H. C. Hole (Canadian United Manufacturers' Agency, Ltd.), P. Lines (Deloro Smelting and Refining Co.), Hudson Lyall (Samuel Dobree and Sons), A. J. Mills (A. J. Mills and Co.), W. Grant Morden, M.P., J. Murray (*Canadian Export Pioneer*), A. G. Nutter (Shawinigan, Ltd.), William Phillips (Canadian National Railways and Canadian Government Merchant Marine), Henry Ridpath (Ridpath Bros.), H. Robinson (Massey-Harris Co.), A. H. Robertson (Steel Co. of Canada), G. A. Royle (Sheet Metal Products Co.), R. B. Stewart (Beatty Bros.), G. H. Thompson (Dominion Canners), Wm. H. Utz (Jenkins Bros.), P. S. Ward (Beaverboard Co.), and a representative of the Canadian banks, to be chosen by the London managers.

The appointment of this Executive was approved, on the motion of Mr. Stewart, seconded by Mr. Walter Leroy, the former remarking that the Nominating Committee felt that they had selected the best possible body of men in order to make the Chamber of Commerce a going concern and a really effective organisation for the furtherance of Canadian export trade with the United Kingdom and Europe. The Executive were given power to add to their number.

Canada's Future Development.

Mr. Wade then called upon Col. L. S. Amery, M.P., formerly Under-Secretary for the Colonies, and now Parliamentary and Financial Secretary to the Admiralty, to address the meeting. In introducing him, he described him as one who had never failed Canada in fair weather or in foul. He thought he would be speaking the opinion of all who had had anything to do with the Dominion of Canada, or with the Canadian Provinces, when he said that they had been extremely fortunate in having Col. Amery at the Colonial Office during the last few years.

Col. Amery said the step which they were now taking seemed to him to be significant not only of Canadian enterprise and Canadian industrial expansion, but peculiarly significant as a revelation of the character of Canada's future development. He was one of those who believed that Canada was destined in the fulness of time to rival, if not to outstrip, her great neighbour to the South; but he was equally convinced that Canada could not do that by simply imitating the policy of development by which the United States had grown to their present greatness. That policy had been in the main one of concentrating upon internal development, for trade and shipping had in the last century been regarded in the States as comparatively secondary matters. At the same time that was a natural policy for the United States, which had not only vast resources, but an immense variety of resources, due to the fact that they covered such a wide climatic area. The resources of Canada were immense in volume, but they were in the main resources of the Northern zone, and in that respect Canada resembled—though on a greater scale—a country far more than she resembled the United States. He believed that, just like this country, she needed, for the full exploitation of her resources and the growth of that vast population and industrial power which he believed she could build up, a highly developed foreign trade, and an export trade was needed in order to buy the raw materials so necessary for a great modern industrial country. Her geographical configuration and the traditions of her people all combined with that natural need to make it inevitable that Canada's economic policy should not be a continental policy, like that of the United States, but an oceanic and Imperial one. He

believed Canada's destiny was to become a greater Britain, and not a second-rate copy of the United States. In that he was speaking of economic development as well as of politics. What Canada needed, just as Britain had needed it, was an Empire. She had already got an Empire—the Empire her forefathers helped to win and that her sons helped to hold—it was her Empire, and hers not only to defend in the hour of danger, but hers to draw strength from in times of peace. The Empire's trade and resources were Canada's oyster just as much as they were ours, and he gathered that Canada meant to lose no time in opening the oyster.

An Advance Base for Canadian Trade.

"I gather," continued Col. Amery, "that the first task of the new Chamber is to see what trade you can find in the United Kingdom, which is still the most important mart of the world. You will find keen competition here, but also co-operation and help. Canada's trade here enjoys the help of the law. Though the range of Imperial preference is not as wide as in Canada, it is really quite substantial, and I think those in Canadian trade will say it is of substantial assistance. At this very moment resolutions are being introduced in the House of Commons by which a very important range of key industries will be protected against foreign competition. There is no tariff against Canadian goods in that category; they come in free, and are on the same footing as British goods, therefore we are now giving Canada a very much more substantial preference than has yet been given by the Motherland. There is also the preference of individual good will. There is a vast sum of good will in the Mother Country towards Canada, and it is for the Chamber of Commerce to make the most of that good will. You will not stop at the United Kingdom. I look on the Chamber of Commerce as an advance base for Canadian trade to make an assault upon the markets of Europe and the markets of the world. This city is well situated for that purpose. Just as the Canadian troops had a training camp and an advance base in this country before they went on to their victories in Flanders and in France, so I fancy the Chamber of Commerce will find it very useful as an advance base. We shall not be jealous of your success in that. After all, the more you develop Canadian trade here and in the world outside, the more you will be promoting the strength and prosperity of the Empire as a whole, which we all share. And, after all, Canada cannot develop a great outward flow of trade without having a corresponding inward flow, and in that flow, I trust, with the wholehearted support of your Chamber of Commerce, trade in this country is bound to have a substantial and ever-increasing share. So, whether as a lover of Canada, or a believer in the Empire, or one who feels keenly the need of promoting the trade and industry of this Old Country, I can with equal sincerity wish every possible success to the movement which you have now set on foot."

Sir George McLaren Brown, in moving a vote of thanks to Col. Amery—which was heartily accorded—said those of them who had had business with him realised how sympathetically, earnestly, and intelligently he had dealt with everything connected with the Overseas Dominions, and how successful he had been in his efforts to bring into closer relationship the Overseas Dominions and the Motherland.

Admission of Newfoundland.

Mr. Wade mentioned that it had been thought by the Committee that the Chamber should not be confined to Canada, but that Newfoundland should be admitted to its membership. This proposal was approved by the meeting, and Capt. Gordon, in making acknowledgment on behalf of Newfoundland, expressed the regret of Sir Edgar Bowring at his inability to be present, owing to another appointment, and his good wishes for the success of the Chamber.

A vote of thanks was passed to the High Commissioner for Australia for the use of the meeting place.

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CANADIAN NATIONAL RAILWAYS.

Position and Prospects of the System—A Detailed Examination.

THE series of articles issued by the Canadian National Railways, to which allusion was made in last week's *Canada*, is intended to explain to the average man the reason for "what he regards as colossal deberts on the Canadian National Railways, and the earning of a surplus above dividends by its privately-owned competitor."

The costs of operation, it is pointed out, are no greater, relatively, on the Canadian National Railways than on any other great railway in the United States or Canada. The problem of costs is no more the peculiar problem of the Canadian National Railways than it is the peculiar problem of the Canadian Pacific, of the New York Central, or of the Pennsylvania lines, which have been making such strenuous efforts lately to effect a reduction in certain departments. The increased costs factor is one that applies with equal force on any road from the Mexican boundary to the most northerly lines in Canada. The Canadian railways problem is that, although freight rates and passenger fares have been increased, there is a deficit on the publicly-controlled lines in Canada greater this year than in 1920.

The rates and fares allowed for the handling of tonnage on

THE C.N.R. BRIDGE AT PRINCE ALBERT, SASKATCHEWAN.

the Canadian railways are not too high, because the Canadian Pacific—mentioned because it has had time to mature in efficiency—reports less than half a million of dollars clear, after paying its charges for 1920, on the operations of its railways and lake steamers. The great railways in the United States are not earning enough money to get along comfortably. Speaking generally, the rates in Canada and the United States are the same, although in some respects the Canadian railways' rates are the lowest in the world. There is less advantage from them in Canada than in the United States, because Canadian railways have to pay more for big items, such as coal, than American railways do. It is conceded that the Canadian Pacific Railway is well managed and efficient, and yet all its efficiency would not have preserved it sufficient net earnings from its railway operations to pay its dividend if the Board of Railway Commissioners for Canada had refused to permit the rates and fares to be raised. The tonnage—freight and passenger—available for the Canadian Pacific Railway would not have sufficed to enable it to pay its way.

The Key to the Problem.

Here, then, surely, is the key to the Canadian railway problem. The increases in rates and fares saved the Canadian Pacific from operating loss because they produced from the available tonnage and passengers the sufficient increased earnings to meet the higher wage and other operating expense increases. Hence, in the fixing of this rate and fare increase, the necessities of the Canadian Pacific Railway were considered as basic, and not those of the Canadian National Railways. Had the latter been the "considered" road, and the elimination of deficits the desired object, the rate increase would have been still greater, for in that case it would necessarily have been based upon the tonnage available to the Canadian National Railways, on the one hand, and the expenses of the Canadian National Railways on the other.

The Canadian National Railway lines were, in great part, pioneer in character, designed in times of great prosperity to expand the productivity of the country. They were not described as necessary at all for the handling of available tonnage. There was reasonable expectation that the wave of immigration would continue, that settlement and production would expand, and that the expenditure on the lines would be justified in the enhanced prosperity of the Dominion as a whole. This is true of the purpose of those who, in good faith, projected the Canadian Northern, the National Transcontinental from Moncton to Winnipeg, and the Grand Trunk Pacific Railways.

The Canadian Pacific was completed as a transcontinental system in 1886, and has therefore been in business for 35 years. Settlement began, and expanded along its right-of-way. Towns were commenced, and marketing was organised to function by its lines. All this meant production—tonnage—and it is that advantage in start which furnished the density of traffic, both in freight and passenger business, enjoyed by the privately-owned lines to-day.

When Canada then entered the war period the tide of immigration stopped. The productive power of the nation was changed to suit the altered conditions. Some half-million men went overseas, and the majority of those remaining were busy with work calculated to advance the war effort. The era of expansion was closed, and so also was the work of developing the tonnage which was so necessary to the success of the plan under which the bulk of the new mileage was projected and built.

Increased Tonnage Required.

"We, as Canadians," says the writer of the articles, "are in the position of having under our control a transportation manufacturing plant — the product being ton-miles and passenger-miles, which mean the movement of a ton of freight one mile and of a passenger one mile. But our plant cannot get enough raw material—tonnage—and passengers, or a long enough movement of them to maintain its production at the economical point. The number of freight and passenger trains is not large enough to spread properly the maintenance charges, while the stationary and movable equipment is capable of handling a greater output with the addition of a slightly greater cost. One extra revenue train on the 'National' lines each way per day would wipe out the deficit at the rates existing. The deficit, due to a shortage of tonnage available, can be removed by the necessary increase in tonnage, and by that only. The question of management enters into the Canadian railway problem only as to the degree of efficiency with which the available tonnage is moved over the lines."

A Financial Problem.

While it is, of course, a weighty matter to have to provide a sum of $37,000,000 to meet the operating deficit of the Canadian National Railways and the Grand Trunk Pacific Railway, yet, as matters now stand, it is held, this is really a financial problem, and not a railway problem.

The operating deficit on the Canadian National Railways during the year just past was $26,708,456. That portion of the Press opposing the solution of the railway problem adopted by the Government says, in effect, that it would have been better not to have run the railways at all than to have incurred such a loss. That is where the economic side of the railway situation is overlooked. No one has said that Canadian National Railways (or even parts of the system) will never be required. Those who cavil contend that the lines are not required at present. Here let it be said that it is much cheaper to operate the lines and incur the losses which 1920's abnormal conditions produced than it would be, if it were possible, to give up operating the lines altogether. For one thing, the fixed charges would be the same whether the lines were worked or not, and a great part of the maintenance of way expenses would go on if the road was to be eventually used, whether operated or not. The maintenance of way and structures expenses alone were $34,759,329, or $8,000,000 more than the deficit, so that it is not an exaggeration to say it would cost more *not* to operate the National system than it does to operate it.

The competitive feature, also, must always be remembered. It must be realised that, far below the point where it pays a railway to do its own business, it pays to take business from a competitor. The National Railways' relative cost of operation is higher than that of its competitor only on account of the lesser volume handled, but for certain specific traffic movements its cost may be lower. While competition in rates is eliminated through the standard tariffs approved by order of the Board of Railway Commissioners, yet the principle remains as to the handling of additional traffic.

If the Canadian National Railways had been a privately-owned road its management would have acted in the same way as the directors of the Canadian National Railways have acted in the last two years. Future profits can come only from getting the lines in good physical condition, putting on a good service, and so attracting the business that exists as well as that which develops. The interest charges are not

lightened by cutting down the maintenance. The out-of-pocket expenses are the transportation charges for moving the business. Per train-mile these charges were $2.05. The earnings per train-mile were $3.30, which produces a surplus over transportation expenses sufficient to pay the miscellaneous expenses ($2,320,234), the general expenses ($2,965,769), the maintenance of equipment expenses ($27,963,511), and leaves more than $8,000,000 to apply on maintenance of way expenses. The maintenance of equipment expenses, to a certain extent, go into the improvement of the property, and the maintenance of way expenses even more so. The situation, therefore, is not such a dismal one, looked at from an economic operating point of view, inasmuch as the National Railways earned approximately $70,000,000 more than the mere cost of moving the business, as apart from maintenance and other expenses.

A Brighter Prospect.

When traffic development, co-ordination, and other features are considered the prospect becomes brighter.

A pioneer railway such as the Canadian National, which has its lines and branches projected across new territory in a country like Canada, can only expect at first to obtain traffic in such natural products as the country will give with the least expenditure of capital. Forest products, agricultural products, animal products in their simplest forms, and minerals will initially provide the tonnage, and only such quantity of merchandise and manufactured goods will be handled as the early stage of development of the natural resources requires.

If a railway is to be successful, on the basis of operating for profit, it will eventually require a return from handling its traffic that will provide for the following:—(1) The cost of moving the business (transportation expenses); (2) the cost of soliciting the business and other traffic expenses—accounting, general, and miscellaneous expenses; (3) the cost of maintaining its equipment (motive-power rolling stock); (4) the cost of maintaining the roadway and structures; (5) interest charges —return on money borrowed; (6) dividends—return on money invested; (7) surplus—for further development of the property and other purposes. The reason why items (3) and (4) are placed after item (2) is that a portion of these expenditures may for a time be deferred.

The rate structure on the American Continent has been built up on the basis of fixing rates that would enable the traffic to move. Therefore, in practice, a great deal of traffic moves, even on profitably-operated railways, at rates that admittedly will not contribute to all of these seven items. Excluding special coal-roads, it is probably true to say that coal and some food products could not move if they had to pay a rate that would in itself contribute to even the first five items. Quite naturally it is the high-class freight that is expected to support items (5), (6), and (7) on a railway of transcontinental proportions. The low-class freight, while covering item (1), may not cover more than a part of items (2), (3), and (4) unless handled in great volume. It is obvious that the Canadian National Railways, in the initial years of its development, will not obtain much traffic that will contribute to items (5), (6), and (7), and it may not handle enough to have the first four items fully covered. As a matter of fact, in 1920 the traffic returns of the Canadian National Railways were sufficient to pay all of items (1), (2), and (3), and nearly a quarter of item (4). These items are:—

(1.) Transportation Expenses	$68,146,727
(2.) Traffic General and Miscellaneous Expenses	7,072,090
(3.) Maintenance of Equipment	27,963,511
(4.) Maintenance of Way and Structures, Amount covered by Earnings	8,050,274
Expenses met by Earnings	$111,233,202
Balance of Maintenance of Way Expenses not covered by Earnings ..	$26,708,456

The above amount is the operating deficit for the year. There were no funds to pay item 5.

(5.) Interest Charges	$24,155,988
(6.) Dividends	None
(7.) Surplus	None

Comparative Transportation.

The comparative tonnage figures of all Canadian railways for 1920 are not yet available, but a comparison of some of the principal commodities transported by the Canadian National and Canadian Pacific Railways for the year ended June 30, 1919, as taken from the Government's Blue Book, shows the greater proportion of manufactured products handled by the Canadian Pacific Railway as compared with natural products. It is found that this is very marked, and that the Canadian Pacific Railway also gets a big advantage in traffic received from its railway connections with both Canadian and United States railways. Take grain, for example, of which 2,113,624 tons originated on the Canadian Northern's 9,528 miles against the Canadian Pacific Railway's 2,652,170 tons originated on 13,388 miles. When the grain traffic received by each of these lines from connecting railways is added the total becomes:—Canadian Northern, 2,134,421 tons; Canadian Pacific, 3,221,354 tons. [NOTE.—As far as the originating grain tonnage is concerned, it is only fair to say that the Canadian Northern's mileage in Manitoba, Saskatchewan, and Alberta is 5,360 miles, compared with the Canadian Pacific Railway's 6,406, and, while the originating grain tonnage is that for the systems as a whole, the bulk of it is from the three Provinces mentioned.] When flour, the manufactured article, is considered, the advantage of the Canadian Pacific Railway being first in the field is at once apparent. The originated tonnage was:—Canadian Northern, 171,454 tons; Canadian Pacific, 974,002 tons. When tonnage received from connections is added the totals become:—Canadian Northern, total flour tonnage, 200,206 tons; Canadian Pacific, total flour tonnage, 1,117,649 tons.

High-class Freights.

The same situation shows up when the totals of live stock—the natural product—are compared with the totals of dressed meats—the finished article—or other packing-house products; the totals of coal, of which the consumption is general, as compared with coke, required in industrial districts; and it is the same in the case of all manufactured products, the one encouraging exception being in household goods and furniture, which includes settlers' outfits, and which comparison, on a per mile basis, is in favour of the Canadian Northern both as to originating and total tonnage. In merchandise the Canadian Pacific Railway has a tremendous advantage. This all supports the position that not only is the Canadian Pacific Railway's traffic much greater in actual volume, but that it also includes a greater proportion of high-class freights that contribute to items (5), (6), and (7)—interest, dividends, and surplus. In other words, if the Canadian Pacific Railway had the same tonnage as it now enjoys, but made up of the same proportion of low-class commodities as the Canadian Northern and much of the other mileage of the Canadian National system is restricted to, its earnings would be much less. As the country served by the National lines develops, this difference in make-up of traffic will cease to be so pronounced, and new industries will in many cases be located on the younger system's lines. Not only does the tonnage of manufactured goods and merchandise pay a higher rate, but it provides tonnage which generally moves in the opposite direction to the movement of natural products, with a corresponding advantage from an operating point of view.

Of course, it is quite possible for a railway to take a portion of its revenue and apply it to items (5), (6), and (7), which should really be devoted to items (3) and (4), but such a policy cannot be maintained for long. As far as the Canadian National is concerned no attempt should be made at the present time to reduce expenditure greatly on items (3) and (4), as the expenditures for maintenance of way and maintenance of equipment were, of necessity, lower during the war and in 1919 than good management, not forced by circumstances, would have dictated. This was a condition common to all railways, arising out of war conditions.

Density of Traffic.

Ever since the outbreak of the war operating conditions have been so upset that only railways in the strongest possible position have been able to get along without leaning on a Government. Prior to 1914 the Canadian Northern had met its fixed charges year by year for 17 years. The greatest benefit in the way of freight rates obtained by the farmers of Western Canada was the reduction consequent on the opening of the Canadian Northern's lines from Winnipeg to Port Arthur. Other substantial benefits accrued on the opening of the Canadian Northern's line to Edmonton. It gave the Western country competition in railway service, and the Canadian National is all that saves Western Canada to-day from a transportation monopoly such as existed prior to 1896.

Projected as a privately-owned line, the Canadian Northern looked forward to reaching a position of financial security when it should obtain traffic of a comparable density to that of the Canadian Pacific Railway. Density of traffic, as a technical railway phrase, is a measure of traffic volume, and is obtained by first obtaining the total number of tons moved one mile in a year and dividing this by the miles of road operated, giving a result which is the number of ton-miles moved per mile of line per annum, and this is technically referred to as freight traffic density. In 1902 the Canadian Pacific Railway, by the movement of 411,608 ton-miles per mile of line, and 69,133 passenger-miles per mile of line, was able to operate at a ratio of 63.97 per cent., and moved its freight traffic in average train-loads of 234 tons.

The Canadian Northern system reached this freight density in 1920, and handled its freight traffic in 353 ton train-loads. Changed conditions, however—higher wages to employees and higher cost of material—now require a much greater density of traffic to enable a railway to operate even at 100 per cent., which means just meeting its operating expenses. The Canadian Pacific Railway's freight density between 1902 and 1919

(*Concluded on page* 204.)

BRITISH PERIODICALS.

In order to keep our readers in Canada informed as to the trend of thought in the leading British periodicals, the chief features in the current issues are dealt with each month in this column.

"Connoisseur."

An article in this month's *Connoisseur*, which is intensely interesting from an historical as well as an artistic point of view, is contributed by J. W. Overend, who writes on "Peruvian Polychrome Ware," illustrating his articles with pictures of pottery excavated from graves at Nazca in Peru, and now in the American Museum of National History, New York. "Some Aspects of the Art of Goya," by Selwyn Brinton, M.A., is brought to a conclusion by the consideration of "Los Caprichos," which show the artist under an entirely different aspect, and represent a period of transition from the gaiety and sunshine of his early work to the gloom and intensivity of the productions of his later life. An artist who is coming into his own, and "is now bracketed with Constable and Turner as one of the originators of modern English, and consequently of modern European, landscape painting," forms the subject of a review by the editor of C. H. Collins Baker's book on "Old Crome"; while Herbert Cescinsky continues his description of Sir John H. Ward's beautiful old furniture at Dudley House. The "Notes" and other regular features well maintain their usual high standard of interest, and among the full-page illustrations are reproductions of Joseph Highmore's recently discovered pictures illustrating Richardson's "Pamela."

"English Review."

The editorial columns of the May *English Review* are devoted to a discussion of "The May Crisis," involving the question of Reparations, and the serious home situation brought about by the coal strike, while other political articles include "England and America," by Storm Jameson, and "Lord Gorell's Matrimonial Causes Bill," by E. S. P. Haynes. Julian Huxley continues "The Control of the Life-Cycle"; Robert Briffault writes on "Impersonality," May Sinclair on "The Poems of Richard Aldington," and Judex on "Peter Wright's Book" ("At the Supreme Council"); and among other contents are "The Passing of the Blossom," by Henry Williamson; "Old England," by Bernard Gilbert; and "The Ballet Girl," by A. E. Coppard, in addition to the useful reviews which always form a feature of this journal.

"Pearson's."

The May number of *Pearson's* is characterised by the variety and excellence of its fiction. There is another humorous "Mrs. Bindle" story, telling of Mr. Bindle's housekeeping efforts and disasters; a thrilling tale of the South Seas, "The Gateway of the Terror," by Albert Dorrington; a cricket story (the first of a series) by Col. Philip Trevor, C.B.E.; and others, equally entertaining, contributed by W. L. George, Violet Quirk, L. F. Ramsey, L. J. Beeston, Royal Brown, and Bess Streeter Aldrich. "Germany Mistress of the Air," by Harry Harper, contains a warning of grave import to the Allied nations, demonstrating, as it does, Germany's indomitable determination to become mistress of the air, and thereby mistress of the world; and "My Memories of the Tsar's Children," by J. B. M. Epps (formerly English tutor to the Russian Imperial family), contains sad little records of these ill-fated Princesses. Miss Gudrun Jastrau, the young Danish artist whose silhouette pictures have met with such appreciation, tells of her career and achievements; while the excellent illustrations and smaller items complete the make-up of a thoroughly attractive magazine.

VIOLIN RECITAL.

MISS GLADYS CHESTER.

Assisted by JOHN BOOTH, tenor; at the piano, RUSSELL CHESTER.

May 17th at 8.15 p.m., Wigmore Hall, Wigmore Street, W.

CONFEDERATION LIFE ASSOCIATION.

Report for the Year 1920.

THE current year is the Jubilee Year of the Confederation Life Association, which was established in 1871 only four years after the consummation of the Confederation of Canada from which historic and world important event the Association took its name. It is interesting to recall that several men who were prominently identified with the negotiations which resulted in the Confederation of Canada were shortly afterwards connected with the Confederation Life Association. Among these Sir Francis Hincks, who was Minister of Finance of the Dominion from 1870 to 1873, was the first President of the Confederation Life Association, occupying that position from the formation of the Association in 1871 until the close of 1873. He was succeeded as President of the Association by the Hon. W. P. Howland, afterwards Sir W. P. Howland, K.C.M.G., C.B., who was one of the petitioners for the Act to incorporate the Confederation Life Association, and occupied the position of President from the close of 1873 until 1901. A number of other public men of the time who were prominently connected with the political life of the Confederation era were instrumental in founding the Confederation Life Association, and it was the initiative and resource of the present President, Mr. J. K. Macdonald, which brought the formation of the Association to a successful conclusion in 1871; his was the industry that established it on a firm basis, and guided it to the prominent position it now occupies. The upbuilding of the Association has been his life's work, and into it he has instilled the spirit of business honour and integrity which has made the Confederation Life Association known as one ever standing for the highest interests of insurance and for business methods, clean, clear, "without fear and without reproach."

The forty-ninth annual report of the Association, which covers the operations of the company for the year to December 31, 1920, contains evidence of solid and satisfactory progress and prosperity in every direction. During the year, applications for new insurances were received amounting to £7,377,666, representing an increase of £627,056 over 1919—a very handsome gain which speaks volumes for the popularity of the Association wherever it transacts business. The total insurances in force at the close of the year amounted to £27,868,135, which is a gain of £4,755,524 over the previous year, after deducting the insurance terminated during the year. The assets at December 31 last were £5,597,337, showing a gain of £527,678 for the year. The net revenue from premiums and annuities was £1,083,401, being £188,112 more than for the previous year. The net revenue from interest and rents amounted to £[illegible], which was £[illegible] in excess of that for 1919. The rate of interest earned on the Association's total funds was £5 12s. per cent. This exceeds the valuation rate used in computing the reserve under participating policies issued since 1900, which constitute the bulk of the Association's business, by over £2 10s. per cent. The rate earned, computed upon the basis of the net ledger assets, the Dominion Government basis of calculation, was £5 16s. per cent. It has been truly said that the company which can show the largest margin of interest earned over that assumed is the company which, other factors being equal, will produce the best results to its policy-holders. The position of this Association in this respect is exceptionally strong, and the prospects from this point of view could hardly be excelled. The Association values its reserves upon a firmer basis even than that set forth in the Canadian Insurance Act, the reserves held exceeding the stringent Government standard by over £150,000.

The investments of the Association have, as usual, received the most careful attention. The report reveals a profit on the sale of securities of £10,364. The policy of the directors is to select the strongest securities available, and to distribute the investments over wide ground. The unceasing demand for capital ensures a continuance of the present high interest rates, with an appreciation in capital values.

The claims by death which arose during the year, after deducting re-insurances, amounted to £200,210 an increase of £21,253 over the previous year. The mortality experience of the Association has been particularly favourable, the actual number of deaths having been well within the tabular expectation. The average rate for many years (excluding the mortality arising from the war and the influenza epidemic) has been between 50 and 60 per cent. of the mortality according to the table used in calculating the reserve liability. Even including the extra mortality—mainly upon young lives—arising out of the war and influenza epidemics—the full expected mortality has not been experienced in any one year. Taking into account the entire period of the Association's existence, the income from interest and rents has exceeded the death claims paid by £999,354.

In a letter to the manager for the United Kingdom, the General Manager writes that "special reference was made at the annual meeting to the increase in the business written in the United Kingdom, and other features in connection with the business there, which could not help but be very gratifying to both the directors and policy-holders of the Association."

WINNIPEG'S INDUSTRIES.

With an invested capital of $96,698,825, an estimated annual pay roll of $24,308,982, the output of Winnipeg's industries in 1920 was valued at $120,213,000. Of this sum, flour and grist mills absorbed $14,487,398; slaughtering and meat packing, $6,236,236; butter and cheese, $2,905,648; bags, cotton, $2,750,623; electric light and power, $2,335,907; lumber products, $1,818,567; bread, biscuits, and confectionery, $1,816,671; printing and publishing, $1,785,001; malt liquors, $1,663,905; coffees and spices, $1,704,424; foundry and machine shop products, $1,493,560; furnishing goods (men's), $1,147,456.

* *

Prudential Trust Co. (of Canada).—The London manager announces that on account of the growth of the company's business, it has been obliged to find larger premises, and from May 9, 1921, its address will be 71, Finsbury Pavement, London, E.C.2.

P. Burns & Co.—It is announced that Mr. Louis Pratt, of 4, Rue Edouard VII., Paris, has resigned his appointment as European manager for Messrs. P. Burns & Co., Ltd., the well-known Canadian packers and exporters of meat, poultry and provisions. In future the company's European business will be managed and conducted by Ridpath Brothers, of 26-28, Holborn Viaduct, London, E.C.1, and 33, North John Street, Liverpool.

Queen Charlotte Islands Concessions.—This company has been registered as a private company to carry on the business of mining engineers and prospectors, etc., and to adopt an agreement with C. Harrison and R. G. B. Entwistle. The first directors are: C. Harrison, 81, Highbury Hill, N.5; R. G. B. Entwistle, 4, Clyde Road, St. Leonards-on-Sea. The registered office is at 60 and 61, Blackfriars Road, S.E. The capital is in 1s. shares.

Our International Banking Service

Separate Foreign Exchange Departments, under specialists, are maintained at our London, New York, Montreal, Vancouver and Toronto Branches, as well as at the Head Office in Winnipeg. No more complete Foreign Exchange organization exists in Canadian banking. Our Statistical Service offers vital assistance to business men in their import and export trade relations, while our direct connection with the Park-Union Foreign Banking Corporation, which has Branches at Paris, Yokohama, Tokio, Shanghai, San Francisco, etc., enables us to serve efficiently all who desire to finance international transactions.

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TOTAL ASSETS (30th November 1920) $169,205,445.

THE NATIONAL BANK OF SCOTLAND LIMITED

ESTABLISHED 1825. Incorporated by Royal Charter and Act of Parliament.

Subscribed Capital, £5,000,000. Paid-up Capital, £1,100,000. Reserve Fund, £1,000,000.

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WILLIAM CARNEGIE, General Manager; GEORGE A. HUNTER, Secretary. T. C. RIDDELL, Manager; DUGALD SMITH, Assistant Manager.

The Agency of Colonial and Foreign Banks is undertaken, and the Acceptances of Customers residing in the Colonies domiciled in London retired on terms which will be furnished on application.

CANADIAN SECURITIES.

Prices of Canadian Securities active in London during the week previous to going to press.

Government.

Alberta.—4½ p.c. Reg., 1943, 73; 4 p.c., 1938, 83; 4 p.c., 1922, 102; 4½ p.c., 1924, 115.
British Columbia.—3 p.c., 1941, 59½; 4½ p.c., 1941, 75.
Canada.—3 p.c. Reg., 1938, 66½; 3½ p.c. Reg., 1909-34, 74; 2½ p.c. Ins., 1947, 53½; C.P.R. 3½ p.c., 72; 3½ p.c. Reg., 1930-50, 70½; 4 p.c. Stock, 75; 3 p.c. Red., 1938, 66; C.P.R. 3½ p.c., 1938, 71½; 4½ p.c., 1920-25, 92½.
Manitoba.—4 p.c. Reg., 1950, 76; 4½ p.c. Reg., 1953, 80½; 4 p.c., 1928, 83½.
Newfoundland.—4 p.c. Ins., 1935, 86½; 3½ p.c., 1941-7-8, 62½.
Nova Scotia.—3 p.c., 1949, 54½; 3½ p.c. Red., 1954, 64; 4½ p.c., 1934-64, 71⅛.
Ontario.—4½ p.c. Reg., 1945-65, 87.
Quebec.—3 p.c. Reg., 1937, 63; 4½ p.c. Reg., 1954, 76½; 4 p.c., 1888, 87½.
Quebec.—4 p.c., 1934, 87.
Saskatchewan.—4 p.c., 1949, 75.

Municipal.

Calgary.—4½ p.c., 1930-42, 76.
Edmonton.—5 p.c., 73½; 5 p.c., 1932-52, 82; 5 p.c., 1923-33, 84½; 1923-53, 84½.
Montreal.—3 p.c. Perm., 50½; 4 p.c., 1932, 79½; 4 p.c., 1948-50, 65½; 4½ p.c., 1951-3, 75½; Maisonneuve 5 p.c., 1952-3, 92.
Moose Jaw.—4½ p.c., 68.
Ottawa.—4½ p.c., 1932-53, 79.
Port Arthur.—5 p.c. Debs., 79½.
Quebec.—3½ p.c., 63½
Regina.—5 p.c., 1943-63, 85.
S. Vancouver.—4 p.c., 1961, 58; 5 p.c., 1962, 71.
Toronto.—3½ p.c., 1929, 79½; 4 p.c., 1944-8, 69⅜; 4½ p.c., 1944-8, 75½.
Vancouver & Dist. Jt. Sewge.—4½ p.c., 69; 4 p.c., 1932, 73½; 4 p.c., 1926-47, 86⅜; 4 p.c., 1947-9, 65; 4 p.c., 1950-1-2, 63½; 4½ p.c., 1953, 67; 4½ p.c. Local, 111
Victoria.—4½ p.c., 1962, 68½.
Winnipeg.—4 p.c., 1940, 79½; 4 p.c., 1940-60, 72½; 4½ p.c., 1943-63, 79½.

Railways.

Atlantic & North-Western.—5 p.c., 80½.
Calgary & Edmonton.—4 p.c., 63.
Can. Atlantic.—4 p.c., 64
Can. Northern.—Ont., 3½ p.c., 64½; 4 p.c. Perp., 54; 3½ p.c. Dom., 64; Pac., 4 p.c., 70½; 4½ p.c., 77; 4 p.c. Perp., 57½; 3 p.c., 53½; 4 p.c., 1930, 91½; 4 p.c., Sask., 66; 4 p.c., 1934, 32⅛; 4 p.c. Man., 85; 5 p.c. Land, 94; Western, 4½ p.c., 1942, 82.
Can. Pacific.—144½; Pref., 60¾; 4 p.c. Perp. Debs., 66½; Algoma 5 p.c., 83; Spec. Invest. 6 p.c. Notes, 119½.
Edmonton.—4 p.c., 64½.
Grand Trunk Pac.—Branch 4 p.c., 79½; 3 p.c., 1962, 63; 4 p.c., 1955A, 58¾; Lake Superior 4 p.c., 61½; 4 p.c. Debs., 45.
Grand Trunk.—87s. 6d.; 4 p.c. Guar., 58½; 1st Pref., 40½; 2nd Pref., 29½; 3rd Pref., 12½; Borrd. Perp. 5 p.c., 72½; Perp. 4 p.c., 59⅜; Gt. West. Borrd. 5 p.c., 70½; Wellington, Grey and Bruce 7 per cent, 107½; 6 p.c. 3-Yr. Notes, October, 95⅜; Western 4 p.c., 61; Dollar Bds., 80½.
Ontario & Quebec.—5 p.c. Perm., 79.
Pac. Gt. Eastern.—4½ p.c., 83¾.
Quebec & Lake St. John.—4 p.c., 54.
Quebec Cent.—Cap., 77½; 3½ p.c. 2nd Mort., 55.

Financial, Land, etc.

Anglo-Newfoundland.—5 p.c. Debs., 82½.
Brit. Empire Trust.—Pfd. Ord., 10/-
Can. Bk. of Commerce.—40¾.
Hudson's Bay.—6 29-32; Pref., 80/-.
San Antonio.—6 p.c., 25.
South Winnipeg.—6 p.c. Debs., 20.
Trust & Loan of Can.—13/-.

Electric Power and Traction.

Brazil Traction.—33½; Pref., 75½.
B.C. Elect.—Def. Ord., 51½; Pref. Ord., 53½; 5 p.c. Perp Pref., 55½; 4½ p.c. Perp. Debs., 58.
Calgary Power.—6¾; 5 p.c. Bds., 72.
Can. Gen. Elect.—7 p.c. Pref., 121.
Cities Service.—6 p.c. Pref., 81¾.
Kaministiquia.—Cap., 96.
Montreal St. Rly.—4½ p.c. (No. 1 4600), 103
Shawinigan.—Cap., 120¾.
Toronto Power.—Debs., 75½.
Winnipeg Elect.—Perp. Debs., 48½

Iron, Coal and Steel.

Algoma Steel. 5 p.c. Bds., 48½.
Can. Collieries.—5 p.c. Bds., 19¼.
Can. Steel.—6 p.c., 96½.
Can. Vickers.—6 p.c., 80.
Dom. Steel Corp. 42
Nova Scotia Steel. 5 p.c. Bds., 75½
Steel Co of Can.—6 p.c., 101½

Mines.

Kirkland Props.—10/4½.
Le Roi, No. 2.—3/-.
Ming. Corp. of Can.—4/7½d.
Mond Nickel.—25/3; 7 p.c. Cum. Pref., 17/1½; 7 p.c. Non. Cum. Pref., 13/9; 6 p.c. Red. Debs., 95½.

Miscellaneous.

Ames Holden.—6 p.c. Bds., 66.
Brit. Controlled Oilfields.—Com., 8/1½; Non-Cum., 7 p.c. Pref., 10/-.
Bells Utd. Asbestos.—Ord., 27/6.
Can. Cotton.—5 p.c. Bds., 86½.
Can. Car & Foundry.—6 p.c. Bds., 97½.
Can Western Lumber.—5 p.c. Inc. Deb., 10½.
Furness Withy.—22.6; Pref., 6¾.
Imp. Tob. of Can.—17/6; Pref., 17/9.
Lake Superior Paper.—6 p.c. Bds., 91.
Marconi of Can.—8/1½.
Price Bros.—5 p.c. Bds., 88.
Spanish River Pulp & Paper.—7 p.c. Cum. Pfd., 81¼; 6 p.c. S.F.G., 94½

—— * * ——

MONTREAL AS PAPER CENTRE.

Montreal, from its strategic position in the very heart of the pulp and paper territory of Quebec, may be called the centre of the pulp and paper manufacturing industries of the Dominion. It is true that there are only two paper mills within the city. One produces saturating felt and sheathing paper to the amount of 10 tons daily, and 2 tons of fibre, friction and trunk boards. The other mill in the city produces soda, sulphite and sulphate pulp, and all kinds of paper in small quantities for Government experimental work only. But a surprisingly large number of some of the biggest pulp and paper concerns in Canada have their head offices in Montreal.

Next to agriculture, the pulp and paper industry is the most important carried on in the Province of Quebec. Of the total capital, over $300,000,000, invested in Canada, the Province of Quebec's share amounts to a good deal more than two-fifths.

—— * * ——

Canadian flour mills for the first six months of the current crop year, ending February 28, 1921, cleared for export a total of 3,558,818 barrels. Of this amount Great Britain took delivery of no less than 1,415,892 barrels, valued at $15,030,474; United States, 905,924 barrels, valued at $9,248,604; while other countries took 1,236,702 barrels, valued at $15,349,997. This is a considerable increase over the record year 1913-14.

Canadian Finance.

Weekly Reports from Our Own Correspondents.

THE LONDON MARKET.

Stock Exchange Settling Days:—

Consols Account Day, Wednesday, June 1.

Ticket Day.	*Pay Day.*
Thurs., May 26.	Friday, May 27.

Throgmorton Street, Tuesday.

The Stock Exchange during the past week has been lacking in sustained activity, but the general tone has been cheerful at times, assisted by continued ease in the money market, which has revived expectations of a further reduction in the Bank rate in the near future. The approach of the Whitsun recess, however, and the unsettlement of the labour outlook have to some extent been counter-active factors.

Gilt-edged issues have tended forward again, but are under the best. Among Home rails there was a display of strength at one time on the agreement with the Government whereby 60 millions will be paid to the companies in settlement of war claims, while an agreement between the companies and the railwaymen's Unions in respect of post-control labour problems was also stimulating. The market, however, has reacted under best with other departments. South American rails have been spottily good. In the foreign market French loans record a fair advance, the ultimatum to Germany being helpful, though to some extent the insurrection in Poland has been a counter-active influence. Mines have been in the background, and their tone has been dull, but oil shares display renewed strength and activity, and are generally confident. Rubbers, after a further fall with the staple, are over lowest. Industrials are held in check pending a labour clearance.

Among Canadian securities there has only been a light business to report. The gilt-edged issues of the Dominion have shown firmness. The Fours at 74 are 2 higher, and the 4½ per cents. have recovered a portion of their dividend deduction at 94. Municipal bonds hold steady.

In the railroad group there has been a good advance in Canadian Pacifics to 144, and Grand Trunk issues have been steady with slight gains in junior stocks.

In the land group Hudson's Bays have again been steadily supported, and at 6⅞ mark a renewed advance of ⅜. Lower-priced shares have been steady.

Industrials have been irregular. Dominion Steels have fallen 2½ to 42½. Canadian Cars at 33½ have shed a point, and the Preference at 62½ is 10 points lower. Lake Superiors, however, have risen 1 to 10½. There has been a fall of 4 to 58½ in Canada Cements. Canadian General Electrics have picked up a point to 120½. Spanish River Pulp Pref. at 83½ is 1½ weaker.

South American traction issues show little change.

Canadian silver mining shares have been idle, but Mining Corporation of Canada at 4s. 9d. is rather steadier.

—* *—

British Empire Trust.—A dividend has been declared on the Cumulative Perpetual Preference shares for the half-year to April 30, at the rate of 5 per cent. per annum, payable May 17.

OUR MONTREAL LETTER.

Montreal, April 25.

When I wrote you last week we were in the midst of a remarkable selling orgy, of which the extraordinary lump in Riordon was at once one of the principal causes and the outstanding feature. On Thursday there was a small but notable improvement, though this was hardly maintained at the end of the week, when markets were dull and irregular, though the Traction stocks were rather a bright spot. Riordon, after recovering about a dozen points from the low price at which it sold at the bottom of the slump, turned downwards again on Saturday. Following the recent meeting of the company's directors it has been officially announced that the negotiations in regard to the new financing are being completed in the most satisfactory manner, and details of the new issue may be expected in a few days' time. Meanwhile the weakness of the company's issues continues, and exercises a very depressing effect upon the other paper stocks. Yesterday Howard Smith and Laurentide were both marked down sharply on small trading, and Abitibi was actively sold. On the other hand, Brompton, which was one of the few active shares yesterday, held firm and has reflected very little, if at all, the cutting of the dividend rate from $7 to $4 announced last Thursday. As a matter of fact, that development had been thoroughly discounted in advance by the marking down of the price of the shares.

Canada Steamships securities, though quieter than in the early part of last week, have continued weak, and in this case also the uncertainty in regard to the company's financial position and new financing is one of the continuing causes which conduce towards the general loss of confidence which is apparent in the market. Current comment on the general run of affairs varies. It is considered remarkable that the market held up as well as it did considering the selling which took place, but, in some quarters, doubts are expressed as to whether the bottom has even now been reached, even after the long decline which has continued almost ever since last summer. As an instance of the depressing influence which has been exercised on stocks in general, the downward movement of Asbestos shares may be noted. The stock lost about 11 points last week, despite the properties of the company, which is emphasised by the recent publication of the highly satisfactory earnings statement for last year.

Among prices current at the close of business yesterday Atlantic was 90½; Asbestos, 58; Ames Holden, Pref 22½; Brompton, 45½; Can Car, 30 Pref, 64 xd; Cement, 58½, Pref 91; Can Cotton, Pref 74½; Can Gen. Electric, 103; Can Steamships, 22 Pref 46; Smelters, 15; Dom Bridge, 71; Dom Canners, 22; Howard Smith, 90; Lake of the Woods, 146; Laurentide, 89; Montreal Power, 82; Ogilvie, 104; Price Bros., 37½; Quebec Rly., 24½; Riordon, 31; Shawinigan, 104; Spanish River, 70, Pref 75; Steel of Canada, 57 xd.

It is announced that the Province of British Columbia has sold an issue of $3,000,000 5 yr. 6 per cent. bonds privately in the United States, through the agency of a Western syndicate, at a price a little better than par Canadian funds. It will be remembered that the Province sold an issue of $2,000,000 a few weeks ago in the U.S. at 103.77.

The Dominion Securities Corporation is offering for sale $2,000,000 15-yr 6 per cent. bonds of the Province of Alberta at the price of 97.59 and interest.

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—* *—

COMPANY REPORTS, &c.

Temiscouata Railway.—Gross earnings for March, $42,975; operating expenses, $32,022.

Calgary and Edmonton Land. — The land sales for April aggregated 161 acres at an average price of $15.05 per acre.

Royal Bank of Scotland.—The bank has declared a half-yearly dividend at the rate of 10 per cent. per annum, less tax, payable at midsummer.

Canadian Pacific Lumber. — The Trustee Corporation have been informed that the Court in British Columbia has authorised payment of the February and August, 1914, coupons, and a first payment of 3s. 6d. in the £ on account of principal of the 6 per cent. First Mortgage bonds. Bondholders will be notified when the necessary funds have been received.

Canadian Pacific Railway.—At a meeting of the directors held in Montreal on May 4, a dividend of 2½ per cent. on the Common stock for the quarter ended March 31 last, being at the rate of 7 per cent. per annum from revenue and 3 per cent. per annum from special income account, was declared payable on June 30 next to shareholders of record at 3 p.m. on June 1 next.

Barcelona Traction, Light and Power.—Notice is given that 1 per cent. will be paid at the Bank of Scotland, 30, Bishopsgate, London, on and after June 1, in full discharge of the half-year's interest due June 1, 1921, on the 5½ per cent. first mortgage 50-year bonds, against surrender of Coupon No. 19. The Coupons will also be paid at the Canadian Bank of Commerce, Toronto, at the rate of exchange ruling on the date of presentation. Notice is also given that Coupon No. 12 for the interest due June 1, 1921, on the 7 per cent. Prior Lien "A" Bonds will be paid on and after June 1, at the Bank of Scotland, London, and at the Canadian Bank of Commerce, Toronto, and the Agency of the Canadian Bank of Commerce, 16, Exchange Place, New York, at the rates of exchange ruling on the date of presentation.

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Total Assets - $209,000,000

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INVESTMENT NOTES.

In view of the chances and uncertainties of life, life assurance takes such an important place among investments that it is fitting to call attention here to the announcements of two great Canadian life assurance companies, which appear elsewhere in this issue. These summaries of the reports for 1920 of these companies, both of which stand high among assurance companies in North America, show that both enjoyed prosperity and made substantial progress during the year. In all the main points, in assets, in new business for the year, total business in force, and in the surpluses shown, both companies are able to show very material and satisfactory increases. Like the Sun Life of Canada, whose figures were published in *Canada* some weeks ago, the Canada Life Assurance Co. and the Confederation Life Association transact a large and annually increasing volume of life insurance business in Great Britain, and the fact of their sound and progressive management and strong position is thus of direct importance to the British as well as the Canadian public. A point which is alluded to in both announcements, and to which we have frequently drawn attention, is the comparatively high rate of interest which Canadian assurance companies secure from investments of the highest class, including Dominion and Provincial Government securities and those issued by municipal authorities. The rate of earning upon, and the security of, the invested funds are a factor of such essential importance in regard to the terms upon which the companies can issue policies or annuity contracts, and the maintenance or increase of the bonuses to policy holders, that now, when the increase of assurance protection is a matter of such practical urgency, our British readers would do well to ascertain what these Canadian companies can offer them. To Canadians neither the Canada Life Assurance Co. nor the Confederation Life Association needs any introduction.

* * *

A circular issued by the Canadian General Electric Co., Ltd., calls a special general meeting of the shareholders for June 15, to consider, and if approved, as no doubt it will be, to ratify the increase of the authorised capital stock of the company by $8,000,000, bringing it up to a total of $20,000,000. At the present time the authorised capital stock of the company is $2,000,000 Preferred and $10,000,000 Common stock, of which the whole of the Preferred and $8,754,400 of the Common is issued. The increase now proposed will provide for the 20 per cent. stock dividend, which, as announced in the annual report of the company, noticed fully in *Canada*, April 2, is to be paid to holders of the Common shares, and for which, as it will need rather over $1,750,000, the shares at present remaining unissued are not sufficient. It is not proposed at present to issue any capital stock other than that required for this purpose, and the reason for the large increase in the authorised capital is explained by the fact that the wide distribution of the stock renders it increasingly difficult to secure the necessary representation at special general meetings, and it is therefore expedient to provide now for possible capital needs for some years to come. If the increase in the capital is approved the stock dividend will be made payable to shareholders of record on June 15.

* * *

The annual and special general meetings of the shareholders of the Toronto Railway Co., which were called for April 27, have been adjourned until May 27, owing to the fact that the negotiations for the sale of the power and radial subsidiaries of the company to the Provincial and City authorities have not progressed sufficiently for the submission of the agreements to the shareholders of the company. The official circular announcing the adjournment stated: "The necessity for again adjourning the meetings is greatly regretted by the board of directors, but arises from causes wholly beyond their control. The negotiations between the Hydro Commission, the City, and the Provincial Government, who are all necessary parties to the agreement, have been unexpectedly prolonged and are not yet concluded. The draft agreement for the sale of the power and radial interests of the company to the Commission cannot be put into final shape for submission to the shareholders until the negotiations referred to have been concluded. The further adjournment of the meetings now indicated is, therefore, unavoidable."

* * *

At the annual meeting of the Riordon Pulp and Paper Co. the statement for the six months to December 31, 1920, covering the period during which the present holding company has operated, was presented to the shareholders and approved by them. The report shows on the assets side investment in $1,500,000 8 per cent. Cumulative First Preferred stock of the Riordon Co., Ltd. (new Riordon); $9,000,000 7 per cent. Cumulative Convertible Preferred and $12,000,000 Common, carried on the books at $7,500,000, which corresponds on the liability side of the account to $1,500,000 7 per cent. Cumulative Preferred stock of the Riordon Pulp and Paper Co. (old Riordon) and $6,000,000 Common. The earnings for the six months, consisting of income from these investments, amounted to $375,000, from which, after expenses amounting to $4,861 were defrayed, dividends at the rate of 7 per cent. on the Preferred and 10 per cent. on the Common stock of the Riordon Pulp and Paper Co. were paid.

* * *

In the course of his address to the shareholders, the vice-president and general manager of the company stated that during last year business had been good until the slump which had come at the end of the year, and that business was now again improving, with indications of continuing to do so. The recent remarkable slump in the market value of the shares of the Riordon Co. has been alluded to by our Montreal correspondent in his recent letters. It is attributed primarily to uncertainty in regard to the new financing which the company is understood to be arranging so as to restore its working capital position, though doubtless the general uncertainty in regard to the immediate future of the pulp and paper industry, which has been a factor in bringing about the very severe decline in value of Canadian pulp and paper shares during the past six months or so, has exercised influence in this case also.

CANADIAN NATIONAL RAILWAYS.

(*Concluded from page* 200.)

showed an exceptionally heavy growth, and this has given it an opportunity to increase its average train-load greatly, which has had much to do with the system's favourable showing. In 1919 the Canadian Pacific Railway, with a density of 840,928 ton-miles per mile of line, had an advantage over the Canadian Northern in freight traffic of nearly 80 per cent., and in some previous years this advantage has been even greater. That the Canadian Northern's development has also been good is shown by the following table:—

Year (Fiscal)	Average miles operated.	Revenue tons carried.	Revenue tons per mile of road.	Passengers carried.	Passenger miles per mile of road.
1915	7,269	10,536,769	295,827	3,961,787	28,486
1916	8,048	12,930,460	481,135	3,859,844	24,413
1917*	9,433	13,834,676	463,707	4,503,958	31,428
1918*	9,452	13,289,641	425,442	4,114,965	30,477
1919	9,636	12,439,314	425,472	4,925,547	36,256
1920	9,788	14,504,411	489,516	5,468,352	40,139

* Calendar years.

Increase of Passenger and Freight Traffic.

It is remarkable to note that since June 30, 1915, the end of the first year for which a system report was prepared, and which was prior to the opening of the transcontinental main line, more than 2,500 miles of line have been absorbed into the system. This new mileage, including the Pacific Coast Extension, and the connection between the Eastern and Western sections of the system, formed part of the transcontinental line referred to; it represented an increase of 33¼ per cent.; and yet the density of freight traffic, measured by the revenue-tons carried one mile per mile of road, has increased from 295,827 tons to 489,516 tons—an increase of 65.47 per cent., and the density of passenger traffic, measured by the number of passengers carried one mile per mile of line, has increased from 28,486 to 40,139—an increase of 40.91 per cent. This volume of traffic, if handled at pre-war train-mile costs and at pre-war freight and passenger rates, would have given the system substantial net earnings from these sources alone, and with express, mail, and miscellaneous earnings the amount would have covered practically all the system's fixed charges.

It is only right to point out to Canadians the position of many large United States railroads that could not stand comparison with the Canadian Pacific Railway. Four well-known American roads are cited as having been unable, in 1920, to meet their operating expenses.

Favourable Factors.

Among the favourable factors that loom up in connection with the amalgamation of the Grand Trunk into the Canadian National system is the supplying of United States railway connections for the National system, in which, as pointed out, the Canadian Pacific Railway has had previously a marked superiority over the Canadian National Railways. The Grand Trunk receives a much greater tonnage from United States railways than the Canadian Pacific Railway does. The Grand Trunk will also supply in a large measure the proportion of high-class freight that is badly needed by the National system, and on which a long haul should enable it to pay some of its interest charges. It has a fine tonnage in merchandise and manufactured goods. The Grand Trunk provides in many respects what the National system previously lacked, and only a reasonable time, to allow normal peace-time development, is, it is held, required to give the National system all the tonnage required to produce earnings sufficient to cover its annual expenditures.

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OWING to farmers wishing to retire, sons killed in the war, and similar personal reasons, fine established and fertile farms are frequently coming into the market in Ontario, and can be purchased by practical farmers on easy terms. These farms are near schools, markets, neighbours, cities, and the conveniences of civilisation, and are fully equipped and in working order.

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Banking and Finance.

Latest Grand Trunk Developments.

Almost coincident with the current issue of *Canada*, the meeting of the proprietors of the Grand Trunk Railway is being held to approve of the amendment of the agreement for the transfer of the system to the Canadian Government. In anticipation of the meeting, the directors of the company have very wisely issued a circular to the proprietors reviewing the whole of the matters at issue between the company and the Government and finally advising the shareholders to assent to the directors executing the agreement, by which, in consideration of their agreeing to give up immediate control of the property, the Government would authorise the continuation of the arbitration. Under the new arrangement suggested by the Government a day is to be fixed for the arbitrators to meet, and the award is to be given within three months from the appointed day or such further time as might be allowed by the Government. The directors rightly pointed out that this limit of time without extension would not be sufficient to complete the appeal provided for by the terms of the original agreement, which is, of course, of vital importance to the shareholders, as a majority of the Board of Arbitrators refused to admit evidence of the physical value of the property, upon which evidence the company's counsel had largely relied upon to establish their case. This knotty point has, however, been settled by the Prime Minister's reply to a cable message sent to him by the Board through their Counsel, in which he says :—"The intention is, and I think the effect is, to leave the right of appeal precisely where it always has been. Indeed, there is no right of the company curtailed at all—nothing the company were intended to get in the original agreement." In view of this statement the directors consider that "it is unbelievable that there can be any doubt that sufficient time will be allowed by the Government to obtain a final award," and in view of the prospective complications that would arise if the arbitration was not revived, they have, and we think wisely, adopted the course they have done. At Thursday's meeting a resolution was also to be submitted to the meeting, constituting the present Board the Committee for the purpose of conducting the arbitration proceedings to a final conclusion. One of the clauses in the agreement to be submitted to the proprietors, and which throws the cost of the arbitration proceedings on the Debenture and Guaranteed stockholders, has aroused some criticism amongst the holders of these securities. Doubtless this will be referred to by the chairman at the meeting. In view of their present uncertain position, Grand Trunk stockholders are especially interested in the references to the railway situation contained in Sir Henry Drayton's Budget speech on Monday last. The Minister of Finance, in alluding to the Grand Trunk vote of $89,000,000, said this amount was required for old accounts, maturing capital obligations and debts owing to the country. The unfortunate Preference and Ordinary stockholders will not overlook the significance of Sir Henry Drayton's statement that "old accounts would be taken into consideration in the arbitration proceedings as deductions from compensation that would be payable."

* * *

C.P.R. President's Confidence.

In his peroration at last week's annual meeting in Montreal, the President of the Canadian Pacific Railway spoke in a vein of optimism, which is especially welcome at a time when pessimism is rampant the world over. Alluding to the depression existing in many localities due to over expansion and consequent financial embarrassment, Mr. Beatty said this was not warranted by the fundamental soundness of Canadian conditions and the country's almost unlimited natural wealth. In view of his unequalled knowledge of conditions generally in the Dominion, this confidence in an early emergence from the period of general trade depression through which the country is passing, and which has been reflected in the volume of business handled by Canada's great transportation system, should act as a powerful stimulant to those actively identified on this side of the Atlantic with Canadian developments. Mr. Beatty and his colleagues are able to postulate a period of finality in the present period of commercial depression. They recognise that certain basic elements in cost have yet to be reduced, but the stimulus of restored confidence and commercial activity is not, in their opinion, in the distant future. While the period of rigid economy and retrenchment has not yet passed, there is the prospect of an era of improved conditions in the Dominion, and when this is reached and traffic approaches normal dimensions, the full effect will be felt by the C.P.R. in full measure. Mr. Beatty told his audience that "he had the most implicit faith in the ability of the company to satisfy all the demands which may be made upon it and to meet with credit to itself and advantage to the shareholders' interests the steadily advancing commercial and transportation requirements of Canada." The pronounced contraction in business which was experienced in December, and the effect of which is still reflected in the company's earnings, continues but by rigid economy the net results for the first three months of the present year are somewhat in excess of those for the corresponding three months of last year, and this notwithstanding the greatly increased costs of labour prevailing during the period in question. Happily in labour, materials, and fuel the peak was reached during the year under review, and the readjustment in wages in the United States which is now in progress in a sane and orderly manner should be promptly followed by a corresponding movement in the Dominion, and be in due course accompanied by a revision in railway rates and charges. As Mr. Beatty points out, "a reduction in both wages and freight rates would have a pronounced and beneficial effect on the general sentiment in the country through the encouragement it would give and the confidence that normal conditions had been more nearly reached."

* * *

London Purchase of Debenture Stock.

Dealing with the operations of the company during the past year, these were conducted, as Mr. Beatty pointed out, under conditions which were so exceptional as to costs as to make it unique in the company's history as well as in the transportation annals of Canada. The results attained in the circumstances are decidedly better than might have been expected. In regard to the steamship services, the general trade depression has of course been reflected in the earnings, but it is cheering to note that the passenger business is well maintained and that the prospects of immigration on a large scale are very promising. The shareholders will share with Mr. Beatty the regret at the delay occasioned in the construction of the new steamers for the Atlantic and Pacific services due to the labour troubles in this country, and hope that it may be possible to obviate the difficulty in this respect by the acquisition of other ships if these can be obtained reasonably. With regard to the general working of the system during 1920, only a railway expert could fully appreciate the formidable conditions with which the management have had to cope, but some idea of them may be gauged from the fact that the total expenditure involved an additional outlay of approximately $13,500,000. Such a call upon the company's resources was of course only possible as a result of the commendable foresight of previous years, whereby facilities were provided at huge capital outlay. The possession of adequate equipment and its utilisation with the greatest possible efficiency enabled the heavy fall movement of traffic to be effected with a despatch which has rarely been equalled in the history of the great system. As a direct result of this foresight the company was able to meet all the extraordinary and abnormal expenses incidental to such an abnormal period and pay its fixed charges and the usual dividends—a feat which forms eloquent testimony to the magnificent organisation and financial control of the greatest transportation system in the world. Mr. Beatty dealt at unusual length with the company's finances. These, he pointed out, were "in excellent shape." The cash in hand was not so large as at the end of the previous year, but was still very substantial, and there was still unissued or undisposed of over $67,000,000 of Consolidated Debenture stock, and even during the trying times incidental to and immediately succeeding the war, the progression of the company has been steady and sure, and the assets statement shows an increase of assets over liabilities since 1914 of over $170,000,000. As already stated in *Canada*, the company has recently accepted an offer from a London group for a substantial amount of this stock at, it is understood, the price of about 66, this being the first transaction of this kind so far as London is concerned since 1914. In the opinion of Mr. Beatty and his colleagues, this is an incident of the utmost significance as indicating the resumption of interest in the principal C.P.R. security on this side, and one which "may conceivably be the first step towards the re-establishment of a market in England for ranking securities of the company, which cannot but have an important influence on its future financing." The financial requirements of such a huge undertaking are of course enormous, and the shareholders will of course appreciate the need of the management being in a position to secure without avoidable delay funds amply adequate to its necessities. Upon the terms at which it is available this stock should find a place in the portfolios of all investors anxious to combine with the security of a Perpetual Gilt-edged Canadian security a relatively high rate of interest.

* *

Block D of Deptford Market is to be prepared for the reception and slaughter of live cattle from Canada and the United States.

Oscar Tokia, who was Premier of Finland in 1917, is now engaged at lumbering at North Temiskaming, Ontario, with 38 of his countrymen.

ANSWERS TO CORRESPONDENTS.

N.B.—All letters asking for information or advice must contain an enquiry coupon from the current issue of "Canada," except when the enquirer is an annual subscriber.

Detailed replies by letter are not made except to annual subscribers. Non-subscribers desiring detailed or exhaustive replies by letter must enclose a P.O. for 5s., which will cover three questions.

Name and address must be furnished in every case. Copies should be kept of questions, and these should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left-hand top corner of envelope.

INQUISITIVE (Ealing).—The work is well under way. $30,000,000 is being expended on Halifax Harbour, in wharves, docks, elevators and railway station. Millions of dollars are also being spent on St. John, N.B., for harbour improvements.

A. M. (St. Andrews.) — The company's business is steadily developing along sound and, apparently permanent, lines. It seems likely that in time the stock will turn out to be a profitable investment, and if you are prepared to hold it for perhaps two or three years, we should advise you to do so.

RAILROADER (Cochrane).—An English railway has the honour of making the longest non-stop run in the world, viz., London to Penzance, a distance of 270 miles. This is not equalled by any other railway. The line responsible for this is the Great Western, the longest railway in point of mileage in England.

A. T. F. (Stockport).—(1) The name Winnipeg has its origin in the Indian Cree name of the lake 40 miles north, "Win" meaning muddy, and "nipee" signifying water. (2) Selkirk settlers occupied its site in 1812. In 1870 it was a Hudson's Bay trading post known as Fort Garry, with a population of 215. That of Greater Winnipeg is now 270,000.

T. S. B. (Hitchin).—Canada, with a water-power development of 274 h.p. per 1,000 population, stands well in the forefront in respect of hydro power resources, only surpassed by Norway. The enormous water-power reserves still untouched form a substantial basis for the progressive exploitation and development of other natural resources, and are an assurance of continued industrial expansion and prosperity.

J. A. P. (Bournemouth.)—We noted the suggestion at the time that it was raised. As to whether anything will be done along these lines we, of course, cannot say, but we may remind you that the company was considerably over-capitalised, and though since its formation value has steadily been built up behind the capital stock, it would seem improbable that any distribution of bonus stock would be considered.

C. B. (Inverness.)—We do not know of the concern, and the information which you send is too scanty to enable us to make enquiries to good purpose. If you will send the full name of the company, and the address of its head office and names of any of the directors or partners we will make enquiries, but, in view of what you write, it seems quite possible that the concern enjoyed only a temporary existence, and may now not be in operation at all.

J. K. M. G.—We have little or no information in regard to any of the companies which you mention. Shares of the Pitt Meadows Co. and of Alberta Petroleum Consolidated are occasionally mentioned in the list of shares dealt in on the Vancouver Stock Exchange. The latest quotation we have noticed is of April 12, when some Pitt Meadows shares were sold at 3 cents each, and Alberta Petroleum Consolidated were on offer at ¾ of a cent. each. A letter to the secretaries of the Stock Exchanges in Calgary, Alberta, and Vancouver, B.C., would ascertain for you whether the other companies are still in existence, and, if so, whether their shares are saleable. If so, no doubt, some local dealer would be pleased to sell them for you. In this connection we may mention Messrs. Niblock & Tull, of Calgary, as a firm closely in touch with these matters.

ENQUIRY COUPON.

"CANADA," No. 801. May 14, 1921.

This Coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

PUBLIC NOTICES.

THE CANADIAN BANK OF COMMERCE.
DIVIDEND No. 137.

NOTICE IS HEREBY GIVEN that a DIVIDEND of Three per Cent. has been DECLARED upon the Capital Stock of this institution for the three months ending 31st May next, and that the same will be PAYABLE at the Bank or its Branches on and after Wednesday, 1st June next, to Shareholders of record on 16th May, 1921.

The Transfer Books will be closed from 17th May to 31st May, both days inclusive.

By order of the Board,
CHARLES CAMBIE, London Manager.
2, Lombard Street, E.C.3.
23rd April, 1921.

BARCELONA TRACTION, LIGHT AND POWER COMPANY, LIMITED.
(Incorporated under the laws of the Dominion of Canada.)

5½ PER CENT. FIRST MORTGAGE 50-YEAR BONDS.

NOTICE IS HEREBY GIVEN that one per cent. will be PAID at the Bank of Scotland, 30, Bishopsgate, London, on and after the 1st June, 1921, in full discharge of the half-year's INTEREST on the above Bonds due on the 1st June, 1921, against surrender of Coupon No. 19.

Coupons of the face value of 10s will accordingly entitle holders to receive 4s., and coupons of the face value of £2 10s will entitle holders to receive £1.

The Coupons will also be paid in Toronto at the Canadian Bank of Commerce, 23, King Street West, at the rate of exchange ruling on the date of presentation.

The above payments are subject to Income-tax, if payable.

Forms for Listing and Declaration of Ownership can be obtained from the above Banks.

For Barcelona Traction, Light and Power Company, Limited,
R. H. MERRY, Secretary.
Toronto, 9th May, 1921.

BARCELONA TRACTION, LIGHT AND POWER COMPANY, LIMITED.
(Incorporated under the laws of the Dominion of Canada.)

7 PER CENT. PRIOR LIEN "A" BONDS.

NOTICE IS HEREBY GIVEN that the COUPON No. 12 for the Interest due and PAYABLE on the 1st June, 1921, on the 7 per cent. Prior Lien "A" Bonds of the Company will be paid on and after the 1st June, 1921, at the Bank of Scotland, 30, Bishopsgate, London.

The Coupons will also be paid at the Canadian Bank of Commerce, 23, King Street West, Toronto, and at the Agency of the Canadian Bank of Commerce, 16, Exchange Place, New York, at the rates of exchange ruling on the date of presentation.

The above payments are subject to Income-tax, if payable.

Forms for Listing and Declaration of Ownership can be obtained from the above Banks.

For Barcelona Traction, Light and Power Company, Limited,
R. H. MERRY, Secretary.
Toronto, 9th May, 1921.

CLASSIFIED ADVERTISEMENTS.

Advertisements under this heading will be inserted at the following rates:—Properties for sale, or business announcements of any kind, 1s. 6d. per line; minimum charge, 6s. Situations wanted or offered, etc., 4s. 6d. for first three lines, 1s. 3d. per line thereafter. Six words per line. Five insertions for the cost of four.

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TO LET FURNISHED—A delightful little Cottage in the most beautiful part of Surrey. Nicely furnished, two sitting and two bedrooms. Local domestic help can be arranged. Rent 2½ guineas Apply "Surrey," o/o Canada Newspaper, 110, St Martin's Lane, W.C.2.

FOR SALE.

TYPEWRITERS. — Two Remington visible, No. 10, two-colour, and tabulators; excellent condition; £15 each: can be seen any time.—Apply *Canada*, 110, St. Martin's Lane, W.C.2.

FOR SALE.—Farm Lands in Western Canada at reasonable prices and on easy terms; eminently suitable for mixed farming, grain growing, etc.: convenient to railways, postal and business facilities.—Address enquiries, Box 555, *Canada*, 110, St. Martin's Lane, London, W.C.2.

A CANADIAN PROFESSIONAL DIRECTORY.

This Directory of Canadian professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of *Canada* in Great Britain, Ireland, France, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Office in Montreal or London, England.

BARRISTERS, SOLICITORS, &c.

MONTREAL—

BROWN, MONTGOMERY & McMICHAEL, Dominion Express Building, Montreal. Cable Address: "Jonhall."

A. J. Brown, K.C.	G. A. Coughlin.
W. F. Chipman, K.C.	L. H. Ballantyne.
G. P. Vanier.	R. C. McMichael, K.C.
G. H. Montgomery, K.C.	W. R. L. Shanks.
R. O. McMurtry.	F. B. Common.

Solicitors for The Royal Bank of Canada, Union Bank of Canada, Imperial Bank of Canada, The Ogilvie Flour Mills Company, Limited, Dominion Bridge Company, Limited, Northern Electric Company, Limited, Dominion Textile Company, Limited, Singer Manufacturing Company, Laurentide Company, Limited, Montreal Light, Heat & Power Company, Steel Company of Canada, Limited, Canada Cement Company, Limited, Canadian Pulp & Paper Association, Montreal Trust Company, Atlas Assurance Company, Limited, Alliance Assurance Company, Limited.

OTTAWA—

POWELL, SNOWDON & BISHOP, Solicitors, &c., 46, Sparks Street, Ottawa, Solicitors for Bank of Montreal, etc.

Any of our readers requiring the services of Canadian legal firms in cities or towns other than those mentioned above, should write to "CANADA," when the name of a good firm will be supplied.

CHARTERED ACCOUNTANTS.

TORONTO, ONT.—

RUTHERFORD, WILLIAMSON & COMPANY, Chartered Accountants, Auditors, and Trustees. Merchants Fire Chambers, Toronto. Cable address: "Willco, Toronto." Reference: Bank of Nova Scotia, Church Street.

Manufacturers' Directory and Buyers' Guide.

Nickel Silver and Brass Mills—

BARKER & ALLEN, Ltd., Birmingham, England. Nickel Silver and Brass Sheet Metal Manufacturers. Wires of every description. Cables, "Allensil," Birmingham, England.

Weldless Steel Tubes—

TUBES, Ltd., Rocky Lane, Aston Manor, Birmingham. Tubes for Boilers, Engineering Purposes, Motor Cars and Cycles

Zinc White Manufacturers—

ORRS ZINC WHITE, Ltd., Widnes, Lancashire, England. T.A., "Orr, Widnes."

CANADIAN GOVERNMENT
Trade Commissioners
& COMMERCIAL AGENTS.

For Commercial and other information relating to Canada, application may be made to :—

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, 98, Boulevard Adolphe Max, Brussels.

Brazil.

E. L. McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; Agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13, Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19, Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office, 50-B, Main Street, Yokohama. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs Street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South-Eastern Europe.

L. D. Wilgress, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan, Italy *Cable Address, Care Canadian, Milan.*

United Kingdom.

High Commissioner for Canada, 17, Victoria Street, London, S.W.1. 'Phone : Victoria 8350.

Harrison Watson, Canadian Government Trade Commissioner, 73, Basinghall Street, London, E.C.2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4, St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Buildings, 31, North John Street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare Street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87, Union Street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Goverrment Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

BUILDING DEADLOCK ENDED.

The joint conference of builders and their employees throughout Canada, which sat in Ottawa last week, and which was faced with a deadlock over the proposal of the builders to reduce wages by 15 and 20 per cent., finally unanimously accepted (says the Toronto correspondent of the *Times*) a resolution providing for a moderate and reasonable adjustment of wages based on local conditions.

Trade and Business.

RAILWAY EARNINGS (Gross).

Nine Days Ending April 30.

Canadian Northern. — $1,499,750; inc., $39,500.

Canadian Pacific. — $4,064,000; dec., $646,000.

Grand Trunk.—£348,607; inc., £2,925.

—* *—

TRADE ENQUIRIES.

Opportunities for British and Canadian Firms.

Among trade enquiries received at the Canadian Trade Commissioner's Office, 73, Basinghall Street, London, E.C.2, are the following :—

A Canadian now established in London who has previously travelled Canada in the interests of an important manufacturer, is desirous of securing the agency for the United Kingdom of Canadian producers of flour, canned goods, and similar staple lines Canadian reference.

A firm of lapidaries in Birmingham wish to secure a Canadian source of supply of peridots and similar precious and ornamental stones, and invite offers from producers.

—* *—

AGENCIES WANTED FOR CANADIAN GOODS.

Canadian manufacturers and exporters desiring to appoint agents for the sale of Canadian goods in England, or in any part of the world, are invited to communicate with the Business Enquiries Department of the *Canadian Export Pioneer*. This journal, published monthly in London by the proprietors of *Canada*, solely for the purpose of extending Canadian trade, has extensive connections among buyers abroad, and receives a constant stream of enquiries for agencies for Canadian productions. The *Pioneer* is, therefore, glad to take note of the wants of any Canadian manufacturer or exporting house regarding Oversea representation, with a view to introductions to its readers abroad, as opportunity arises. In addition to the journal's work by private correspondence "Business Enquiries" are a regular and important feature of the *Canadian Export Pioneer*, which is open free of charge to subscribers and advertisers for the publication of agency enquiries.

—* *—

LONDON FUR SALES.

The official report of the London Fur Trade Association (Inc.) on the April raw fur skin sales states that the number of buyers attending the sales was again very large and the buying well distributed.

France bought more freely in fine furs, and there were buyers from America, Italy and Austria, the latter taking some of the most expensive goods. Germany again was a considerable buyer of many articles, securing a very large proportion of musquash. The home trade bought freely in various articles, taking quite a good proportion of the skunk offered.

Chinese and Japanese goods met with poor demand, and even though lower prices would have been accepted, comparatively little was actually sold. Australian goods, being in short supply and in good demand for the United States of America, sold at much higher prices. By far the larger part of the American furs offered were sold, mostly at or above last prices, very few articles suffering decline, thus showing that the trade generally was not overstocked. Had it not been for the labour troubles and the consequent depression of trade the home demands would have been greater still and the prices even higher.

—* *—

The Royal Mail Steam Packet Co. has acquired larger premises in the city of London for its passenger department. The head office (now called "Royal Mail House") will remain on the east side of Moorgate Street, where it has been for over three-quarters of a century, but the passenger office will be on the west side of the street, in the reconstructed premises known as "Atlantic House."

CROP PROSPECTS.

Seeding Well Advanced.

The Bank of Montreal has received a cable from its head office, dated May 5, as follows :

"Crop reports all Canada indicate unusually early spring; seeding well advanced; wheat acreage Prairie Provinces well up to last year; oats, flax rather less; ample moisture except Lethbridge district; land generally good condition; weather favourable everywhere except Ontario and British Columbia, where seeding delayed by cold rains; pasturage good throughout; cattle wintered well; orchards good condition; fruit trees in Ontario in bloom; farm labour plentiful; reduced wages, ranging $55 to $60 month."

According to figures compiled by the *Grain Exchange News* (Winnipeg) the acreage prepared for seeding in the three Prairie Provinces for 1921 totals 12,785,750, as compared with an acreage in 1919 for 1920 of 11,649,744, an increase for this year of 1,136,006 acres. This is distributed thus :—Manitoba, new breaking, 188,200; summer fallow, 1,410,000; fall ploughing, 2,730,730; total, 4,328,200 Saskatchewan—new breaking, 549,837; summer fallow, 3,075,751; fall ploughing, 748,085. Alberta—new breaking, 485,852; summer fallow, 1,833,700; fall ploughing, 1,764,325.

Alberta shows the largest increase as compared with the acreage prepared in 1919 for the 1920 crop year—61.6 per cent.—while Manitoba shows an increase of 28.1 per cent., and Saskatchewan a decrease of 23.9. Manitoba's total prepared in 1920 for this year's seeding is 4,328,200, as compared with 3,379,700 prepared in 1919 for the 1920 seeding; Saskatchewan's total prepared last year for this year is 4,373,673, as compared with 5,744,229 last year; and Alberta for this season has an acreage ready of 4,085,877, as compared with but 2,525,815 for last year prepared in 1919.

—* *—

A YEAR'S TRADE.

The total value of Canadian trade for the fiscal year, which ended March 31 last, was $2,450,553,175, as compared with $2,351,174,878 for the previous twelve-month period. Goods were imported into the Dominion during the last fiscal year to the value of $1,240,125,056, as compared with $1,064,516,169 in 1919-20, or an increase of $175,608,887. The total value of domestic exports, on the other hand, was $50,328,397 less during the fiscal year just ended than in the previous twelve months. In the last fiscal year domestic merchandise was exported from Canada to the total value of $1,189,163,701, as compared with $1,239,492,098 in the year ending March 31, 1920.

—* *—

TAX RECEIPTS.

The total revenue from excise taxes for the Canadian fiscal year ending March 31 was $79,268 244. This was divided as follows :—Sales tax, $38,025,165; manufacturers' tax, $30,249,579; stamps and luxury taxes, $8,164,567; transportation tax, $2,633,305; other revenues, fines, licences, etc., $195,628 The sales tax collected on domestic products totalled $27,900,669, and on imported goods totalled $9,812,113, and on domestic goods, $20,437,466. Stamps and luxury taxes on domestic products yielded a revenue of $8,106,673, and on imported goods they amounted to $57,893.

—* *—

CANADIAN TRADE WITH FINLAND

Statistics on Finland's foreign trade for 1920, which have just been received from the U.S. Trade Commissioner in Copenhagen, show that Canada is the only country which did not purchase any goods whatsoever from Finland during the year. Finland's purchases from Canada on the other hand amounted to 16,100,000 Finnish marks, as against 30,600,000 Finnish marks in the previous year.

—* *—

During 1920, 3,132 tons of coal were exported from Saskatchewan, against 389 tons in 1919, the amount exported being 1 per cent. of the total production. Forty-five mines were in operation, employing 3,040 men.

CANADIAN REPRESENTATIVES IN LONDON.

Dominion of Canada.

High Commissioner's Offices.—19, Victoria Street S.W.1. High Commissioner, The Hon. Sir George H. Perley, K.C.M.G. Secretary, Mr. W. L. Griffith. (Telephone: Victoria 8360.)

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Agent-General.—Mr. John Howard, 57, Pall Mall, S.W.1. (Telephone: Regent 299.)

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Agent-General.—
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Province of Quebec.

Agent-General.—Lieut.-Col. P. Pelletier, King's House, 36 and 36, Kingsway, W.C.2. (Telephone: Holborn 5512.)

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High Commissioner.—The Hon. Sir Edgar R. Bowring, 58, Victoria Street, S.W.1. (Telephone: Victoria 2302.)

CANADIANS IN LONDON

Arranged Alphabetically.

B

Beaubien, Miss., Montreal.—Carlton Hotel.
Blackwell, Miss, Toronto.—Langham Hotel.
Boyd, Rev. T. Hunter, and Mrs., Waweig, N.B.—Overseas Club, Aldwych.
Brown, Mrs. Joseph, Guelph.—"Courtleigh," Finchley Road, N.W.11.
Bulmer, Mrs. Frank C., Montreal.—C/o *Montreal Star* Office.
Burke, Maurice, and Mrs., Montreal.—3, Upper Montagu Street, Montagu Square.
Burt, G. R., Newfoundland. — 57, Lilley Road, Fulham, S.W.6.

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C

Champoux, David, Campbellton, N.B. — Kingsley Hotel.
Christie, L. G., Toronto.—Strand Palace Hotel.
Clarke, Farley G., and Mrs., Toronto.—Savoy Hotel.

D

Davies, W. Rupert, Renfrew.—C/o Agent-General for Ontario.
Donald, Vera.—25, Queen's Club Gardens.
Dugal, A., Montreal.—Hotel Cecil.
Dupuis, Armand, Montreal.—Hotel Cecil.

E

Ekers, H. Austin, and Mrs., Montreal.—Carlton Hotel.
Ellis, Miss R. G., Montreal.—18, Handel Street, Russell Square.

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Farquhar, J. A., Halifax.—C/o High Commissioner for Canada.
Fear, Herbert, Montreal.—66, Clifford Road, S.E.5.
Foster, Mrs. A. W., Amherst, U.S.—16, Prince's Square, Bayswater.

G

Goodwin, Dr. B. E., and Mrs., Amherst, N.S.—Bayswater Hotel, Kensington Gardens.
Grant, Mrs. W., and Ronald, Victoria.—C/o Agent-General for British Columbia.

H

Harvey, Mrs. A. J., Newfoundland.—38, Hyde Park Gate, W.
Hopkins, William, Saskatoon. — C/o High Commissioner for Canada.

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Hutchins, Horace, Montreal. — Regent Palace Hotel.

J

Jones, H. V. Franklin, and Mrs., Toronto.—C/o The Canadian Bank of Commerce.

L

Latulipe, J. Emile, Mrs., and Master E., Montreal.—Savoy Hotel.
Little, F. Hutchings, Toronto.—Hampden Park, Eastbourne.

Mac-Mc

McClinton, Dr. W. S., and Mrs., Midland, Ont.—Regent Palace Hotel.
Maclennan, Dr. D. N., and Mrs., Toronto.—Langham Hotel.
McMurrich, Mr., Mrs., and the Misses, Vancouver.—48, Queensborough Terrace, W.

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P

Piddington, The Misses Florence and Ethel G., Quebec.—Mandeville Hotel, Mandeville Place.

R

Rogers, Lt.-Col. G. H., and Mrs., Victoria.—Cheniston House, 1, Kensington Court, W.8.
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S

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Stewart, R. J., Fergus. — 55, Holborn Viaduct.
Summerhill, Mr. and Mrs. T., Victoria.—The Leas, Cumberland Road, Bromley, Kent.

T

Thomson, Miss Una, Halifax.—St. Hilda's, Earl's Avenue, Folkestone.
Tod, Mr. and Mrs., Toronto.—Inglewood House, West End Lane, N.W.3.

W

Wells, Mrs. F. M., Montreal.—Mandeville Hotel, Mandeville Place.
Wilks, Lt.-Col. Alfred J., Mrs., and Miss E. Gwendolyn, Brantford.—2, Whitehall Court.
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Wednesday, June 8.—**Empress of France.*
Friday, June 10.—*Victorian.*
Friday, June 17.—*Melita.*
Wednesday, June 22.—**Empress of Britain.*
Friday, June 24.—*Minnedosa.*
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Wednesday, June 15.—*Tunisian.*

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Thursday, July 7.—*Scandinavian.*
Wednesday, July 13.—*Scotian.*

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Wednesday, June 15.— *Empress of Japan.*
Thursday, June 23.—*Empress of Asia.*
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Saturday, May 28.—*Mauretania.*
Saturday, June 4.—*Aquitania.*

London to Halifax.
Saturday, May 21.—*Saxonia.*

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Southampton to New York.
Wednesday, May 18.—*Adriatic*
Wednesday, May 25.—*Olympic.*
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Liverpool to New York.
Saturday, May 14.—*Celtic.*
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Friday, June 10.—*Finland.*

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Saturday, May 21.—*Canada*
Saturday, June 4.—*Megantic.*
Tuesday, June 7.—*Sedic.*
Friday, June 10.—*City of London.*

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Sunday, July 24.—*Hastings County.*

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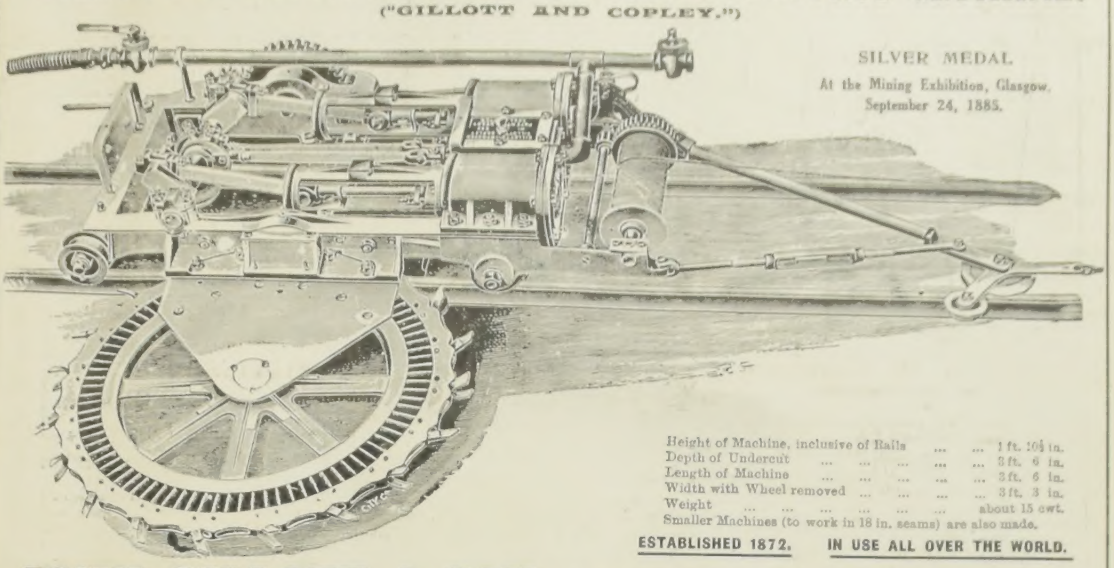

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